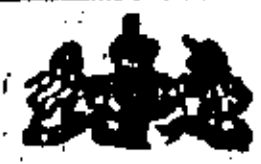






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## ALEXANDRA BUILDINGS

Hongkong, 15th December, 1909. [29]

## NOTICE TO CORRESPONDENTS.

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Correspondents must forward their names and  
addresses with communications addressed to the  
Editor, not for publication but as evidence of  
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## The Daily Press.

HONGKONG, DECEMBER 15TH, 1909.

The London newspapers of the latter half of November devote considerable space to chronicling the doings of the members of the Chinese Naval Commission in England—their reception on arrival in London, their entertainment by the King at Windsor, by Sir EDWARD GREY at the Foreign Office, their visits to the Admiralty, the Royal Naval School at Greenwich and to the various dockyards. The exceptional character of the honours accorded is of course explained by the fact that a member of the Imperial Family of China heads the Mission. Prince TAI HSUN appears to have been delighted with his reception, and especially by the welcome accorded to him by the King at Windsor. The "serious business" of the Commission, in England, according to Admiral SAH, was to spend about three weeks visiting ports, arsenals, dockyards, shipbuilding yards and training establishments, "carefully gathering and noting all improvements applicable to our Navy that may be suggested by what we see." The Commission, which is now at Paris, goes on to Berlin, Rome, Vienna and St. Petersburg, and returns to Peking in January, when the results of their investigations will be embodied in a report to be submitted to the PRINCE REGENT. Contrary to announcements recently published in the American Press, the Commission has no authority to place definite orders for warships. Admiral SAH, when questioned on this point in London, disposed of the report by saying:—"We have no such authority. Eventually there is little doubt that such

orders will be placed over here, but not for at least three or four years, and until our finances are in a stronger condition and we have completed the first portion of our plans." We very much doubt whether there is at present anything like a correct appreciation by the Government at Peking of the financial problems associated with the creation of an Imperial Navy. Many plans have recently been discussed in China for raising the necessary funds, and the latest contribution we have seen is the following:—"No plan has yet been definitely adopted. The most effective seemed to be to resume the sale of official ranks, but as this was forbidden by Edict, a reward of patents of nobility to be granted in return for contributions was deemed better. The Ministry of Finance has proposed to obtain sanction to institute a system of five grades of nobility, to be conferred on officials of the 2nd or 3rd Grade, or of higher rank, who may subscribe certain amounts to the Navy Fund." If that is the Chinese Government's idea of the best financial system that can be devised to create and maintain an Imperial Navy, they would be well advised to at once renounce the idea of a creating a navy. Well-informed writers on the London Press know what value to put upon the labours of the Commission. "The first criticism one is inclined to make of the visit of the Chinese Imperial Commissioners," says one commentator, "is that no navy can hope to be anything but a shocking waste of money unless it is based on a sound financial system, capable of meeting not merely the first cost, but all of the demands which minister to its efficient maintenance." The writer goes on to refer to railway finance in China, and then gives the warning that it is far more difficult to keep to the straight path in naval matters. The Japanese experience of a navy created without corruption is almost unique. Sailors know very well how easy it is to provide all the appearance of a navy, and yet the money may, through the inability of statesmen to visualise the very different demands of war from peace, be as good as thrown into the sea. When told he would command the Spanish fleet if war broke out with the United States, Cervera replied: "In that case I shall accept, knowing, however, that I am going to a Trafalgar." And how can that disaster be avoided? He was asked. "By allowing me," he replied, "to expend beforehand 50,000 tons of coal in evolutions and 10,000 projectiles in target practice. Otherwise we shall go to a Trafalgar. Remember what I say." Something similar has been written regarding the unpreparedness of the Russian Fleet which suffered annihilation at the hands of Japan. But the writer we have quoted says: "It may be that all this has been foreseen." If it has, we are afraid it has been seen but dimly by the Government at Peking. Many of the schemes, including the one now most favoured, for providing the necessary funds are so ludicrously inadequate and unsatisfactory that one would scarcely expect to hear of them except in comic opera. Until China has a sound financial system on which the proposed Navy can depend for its maintenance it would be folly to build a Fleet, and the sooner that is recognised and accepted the better for China. We have previously expressed the belief that this determination to develop her Navy will perhaps do more than anything else to compel recognition of the imperative need of a scheme of financial reform which shall comprehend the annual compilation of a National Budget. Not much progress will be made with the naval plans of the Government before that is done, and, in any case, it is unlikely, we think, that China will commence with the big shipbuilding programme mentioned in some of the Chinese newspapers. Before China goes in for Dreadnoughts she will need more cruisers and destroyers as a training squadron, and the larger units can be added later when she has trained sufficient men to man them. In this connection it is interesting to note that there is no inclination to seek foreign help in the training of the Navy. "I think we can get along by ourselves," Admiral SAH answered when questioned on this subject in London—which will perhaps be regarded as one more reason why the world should not be alarmed by the talk of China's plans of naval development.

The owner of a lady's bicycle found at the Star Ferry Wharf is wanted. The report was brought to the Police Station the bicycle of a lady found at Star Ferry Wharf.

The organ recital given in St. Peter's Church, West Point, last evening by Mr. George Grimble was well attended. His selections from blind composers were greatly appreciated and the solos by Mrs. R. E. Bellies and Mr. R. E. White were well taken.

Hankow has been declared an infected port by the Superintendent of Customs and the Consular Body at Shanghai.

The attention of lady readers is directed to the advertisement on page 4 regarding the resumption of classes in connection with the St. John Ambulance Association.

A meeting of Legislative Council is called for to-morrow. Three Bills are down on the agenda for third reading—the Stamp Ordinance, Squatters' Ordinance, and the Liquor Licences Amendment Ordinance.

Two of the demi-mondaines were brought before the Magistrate yesterday charged with returning from banishment. Their names were Paulina Salagoo and Paulina Grimbreg. They were given till the 17th to leave the Colony.

Gen. Sir John French, in his approaching inspection of the garrisons in China and the Straits Settlements, will be accompanied by his Staff Officer, Brig-Gen. D. Henderson, C.B., and aide-de-camp, Lieut. the Hon. M. V. B. Brett, Coldstream Guards.

Mr. N. Williamson, Political Officer at Sadia, Upper Assam, recently delivered an address before the Royal Geographical Society advocating the construction of a railway from India to China via Lohit valley to Szechuan as a means of procuring enormous expansion of trade between India and China.

The South Manchuria Railway Co.'s statement of accounts for the first half of the present fiscal year ended September 30 indicates the marvellous prosperity of the corporation and shows an increase of forty per cent in the gross receipts and of fifty per cent in the mining receipts on those for the corresponding term of the preceding year. The railway earnings during the said term reached Y. 5,339,000.

In the action brought by Umer Joseph against S. A. Marican to recover \$152, balance due for wages, the defendant on Monday consented to judgment, and it was entered accordingly by Mr. Justice Gompertz in Chambers. Mr. F. Paget Hett (of Messrs. Bratton and Hett) was the solicitor for the plaintiff, and the defendant was represented by Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morrell).

By kind permission of the Col. and the officers the Band of the 15th Rajputs will play the following programme of music at the King Edward Hotel, during dinner, on Thursday, the 16th inst. (weather permitting):—  
March....."Uhlen's Call".....Ellenberg  
Overture....."Hungarian".....Keler Del.  
Valse....."Sweet Briars".....Southern  
Selection....."The Bohemian Girl".....Kappay  
Serenade....."La Paolina".....John Hartmann  
Recol. 30 c....."Chant du Rossignol".....F. Filipovsky  
God Save the King.

A robbery with violence was committed in broad daylight yesterday morning at eight o'clock in Wing Wo Street. A woman walking along the street was attacked by three men from behind, one of whom seized her by the neck and another snatched a gold and ratten bangle from her left wrist. The other tried to get away with a similar bangle on her right arm, but did not succeed. The three men then disappeared. The bangle stolen was valued at \$20.

Mr. Ellis Kadoorie has renewed his offer to the Shanghai Municipal Council to contribute Tls. 25,000 towards the building of a second Municipal School for Chinese on certain terms. The offer was originally made in 1907, but the Council at that time were of opinion that the scheme was premature. The Committee of the present school has made strong recommendation that the proposals made by Mr. Kadoorie should be now accepted, and the scheme is to be submitted for sanction by the ratepayers at the next annual meeting.

The counterfeiting case mentioned in our columns yesterday came before Mr. Hallifax at the Magistrate yesterday, when thirteen—eleven men and two women—were placed in the dock to answer various charges. Some were charged with being in possession of spurious coin, some with selling it, and others with importing it. In one house 136 Hongkong dollars and 231 Indo-China piastres were found. Several of the men were fortune-tellers and one was a Taoist priest. Chief Detective Inspector Hanson prosecuted and the case was remanded.

A Singapore Polo Team is going to Manila for the Carnival. Teams are expected also from Hongkong and Shanghai. A Manila contemporary remarks that Hongkong, the colony most neighbourly with Manila of any in the East, might be expected to send a large contingent were it not for the fact that the dates chosen for the Carnival this year in a measure conflict with an important festival at Hongkong. "As matters stand now, anyone who comes over from Hongkong will have to miss either the last and best half of the Carnival or the race." The directors should deliberate well on the matter before they decide definitely to select dates that conflict with Hongkong festival.

A godown belonging to Messrs. Mackenzie and Co., of Shanghai, was completely destroyed by fire last week. The building was insured with the London and Lancashire Fire Insurance Co., Ltd. The godown was used chiefly for the storage of raw cotton, which after being pressed was shipped by the owners. The value of the contents is estimated at about half a million taels, and the damage done is assessed approximately at about three lacs of taels. The contents were the property of many owners, but it is believed that each lot was covered by insurance. Fortunately, the machinery used in pressing the cotton was situated at another godown, which will reduce considerably the inconvenience caused by the fire.

## TELEGRAMS.

[Protected by the Telegraphic Message  
Copyright Ordinance, 1894.][SPECIAL SERVICE TO THE "HONGKONG  
DAILY PRESS."]TUMULTUOUS DEBATE IN  
THE TURKISH PARLIAMENT.

LONDON, December 14th.

A Constantinople telegram states that an interpellation in the Chamber regarding the Convention for the amalgamation of a British company, of which a Mr. Lynch is the head, with the Hamideh Company for the navigation of the Tigris and Euphrates, led to an important and tumultuous debate.

The Grand Vizier announced that the Cabinet would resign unless their action were approved.

A vote of confidence in the Government was subsequently carried by 169 votes to 8.

THE BRITISH ELECTION  
CAMPAIGN.

LONDON, December 14th.

The Rt. Hon. A. Lyttleton (C), speaking at Slough, regarded the Government's adoption of Home Rule and their weakness regarding the Navy as disastrous in view of the possibility of a European war.

Sir Edward Grey, speaking at Woolmer, emphasised that it was absolutely essential that Great Britain should maintain her naval supremacy.

## KING LEOPOLD.

LONDON, December 14th.

Extreme union has been administered to His Majesty King Leopold of Belgium.

DEATH OF A NOTED  
SHIPOWNER.

LONDON, December 14th.

The death is announced of Sir Alfred Jones, K.C.M.G., senior partner in the firm of Elder, Dempster & Co., shipowners.

[Sir Alfred was also President of the Liverpool Chamber of Commerce and the Founder of the Liverpool School of Tropical Medicine. He was decorated in recognition of services to the West African Colonies and Jamaica.]

## GOVERNMENT HOUSE.

Mr. Max Muller, Counsellor of the British Legation in Peking, and his wife, and Admiral the Hon. Sir Hedworth Lamont and Colonel the Hon. Charles Lamont are guests of His Excellency at Government House.

At 3 p.m. yesterday His Excellency inspected the Police Force on parade at the Central Police Station. The members of the force performed manual and firing exercises and at the close His Excellency, addressing the European contingent, complimented the policemen on their smart appearance and said the community ought to be pleased with the efficiency of the force. He subsequently addressed the Indian and Chinese contingents, his remarks being interpreted. Afterwards the Governor went round the men's quarters and also went into the finger print bureau where the system was explained to him.

Rear-Admiral Barry, accompanied by Captain Orchard, U.S.S. *West Virginia*, Captain Pond, U.S.S. *Pennsylvania* and Flag-Lieutenant Giersford called on His Excellency at 11 o'clock yesterday morning. On landing at Blake Pier they were received by a guard of honour and band of the Buffs and a salute from the shore battery. The Governor's A. D. C. met the Admiral at Blake Pier and escorted the party to Government House.

## THE TRANS-SIBERIAN RAILWAY.

REPORTED DOUBLE TRACK PROJECT.

The *Lokalseiger* publishes a statement from what it describes as a reliable source, according to which the Russian Government is about to conclude a contract with a big American syndicate which will develop the Trans-Siberian Railway and lay a second track the whole length of the present line, the project involving an expenditure of hundreds of millions.

Ex-President Roosevelt, the journal adds, has put forward all his influence to secure the contract for the Americans. Two representatives of the syndicate with full powers are now in Europe awaiting the return of the Emperor Nicholas to St. Petersburg from Livadia before they go to the capital for the final settlement of the contract. The Emperor will appoint a Russian supervisor to report to him from time to time concerning the progress of the work. The journal says that there is no doubt that the recent visit of the Russian Finance Minister to the Far East was undertaken in connection with this project.

The *Lokalseiger* attaches great importance to the news as showing that the Russian Government has no idea of leaving supremacy in the Far East to the Japanese.

CHARGE AGAINST EXCISE  
OFFICERS.

## DEFENDANTS DISCHARGED.

The hearing of the charge against four excise officers of assaulting four tallymen on board the s.s. *Cyclops* in August last was concluded at the Magistrate yesterday. Mr. H. J. Gidge, of Messrs. Johnson, Stokes and Master, appeared for the complainants, and Mr. Shenton, from the office of Messrs. Deacon, Looker and Deacon, appeared for the defence.

Mr. Shenton said he had had an opportunity of seeing the statement made by Sergeant Wilson to Captain Bodeley, and he had seen Capt. Bodeley, who had no objection to the document being produced.

His Worship (Mr. Hallifax)—Then you withdraw your objection to it going in?

Mr. Shenton—Yes.  
Mr. Gidge added that he had called for it, and he was entitled to have inspection of the document and cross-examine upon it.

Discussion then took place as to whether the document should be put in.

Mr. Gidge said he wished to cross-examine, Serjt. Wilson upon the document.

Mr. Shenton contended that it must go in and be read.

Mr. Gidge differed. If he put it in he made it part of his case.

His Worship thought the document must go in if Mr. Gidge wished to contradict the witness' statement by what he had written.

Mr. Gidge said he did not know whether the questions he wished to put would be contradictory or explanatory.

Mr. Shenton then said he would waive his objections. He did not mind if the questions were put to the witness without the report being read.

Mr. Gidge then questioned witness, who said at the time he wrote his report he did not know the names of the men whom he said had been assaulted. He knew they were excise officers. He learned their names afterwards in the charge-room.

Mr. Gidge said his friend had not acted fairly in putting in that document which his Worship had read.

His Worship replied that the Court could call for any document.

Mr. Shenton suggested that he should prove that a copy of the port regulations was handed to the captain.

His Worship said it was unnecessary.

This concluded the case.

Mr. Shenton then addressed the Court. The four defendants stood charged that they as excise officers did commit an assault on the 11th August upon the four complainants. At the outset he indicated that the burden of proof devolved upon his friend, who had to do more than prove assault; he had to prove that the assault was committed by the four defendants. With regard to his friend's view that that was an inquiry, he would like his Worship to make it clear that such a view was erroneous. The only reason the four defendants were in Court was that they should be tried for assault, and anything else done outside could not be considered.

Proceeding, he referred to the matter from the point of view of the Opium Ordinance, and pointed out that an excise officer was entitled to go without permission on board any ship in the harbour and search for opium, and should he find anyone in possession of opium he was entitled to arrest that man and convey him to the Police Station. It was unnecessary for such an officer to ask the permission of the captain, and there was no authority given to the captain to interfere in any way. He did not think they need go into the question of excise officers being required to wear their badges. The police sergeant was in uniform, and the excisemen wore their badges. Mr. Shenton then dealt with discrepancies, in the evidence for the prosecution, and criticised the action of Captain Harris in interfering with the excise officers on board his vessel. He wished to draw attention to the conduct of Captain Harris, who deliberately insulted the police sergeant, telling him that his uniform went for nothing. Naturally the sergeant referred him to the police regulations and told him any one of the sixty coolies on board could tell him better than that. The impression he gave was that the police sergeant was masquerading in police uniform. He asked his Worship if that was proper conduct for a man who was given the command of a ship like the *Cyclops*. Mr. Shenton then commented on the fact that the summonses against the defendants were not issued until three months after the affair took place. With regard to the identification the police made the necessary preparations.

His Worship—I don't think it is necessary to labour this question of identification. I think the means provided were sufficient for identification.  
Mr. Shenton—I want to point out that nine men were produced by the prosecution and all were on board the *Cyclops* on the date mentioned. By a coincidence they picked out one man who was not on the boat at all.  
Mr. Gidge—So you say.  
His Worship—Too much has been said of the identification.  
Mr. Shenton—I think it is a subject for serious comment, because it did not give the defendants a fair chance.

Mr. Gidge, in submitting the case for the prosecution, said he would prove that there had been brutality by those four excise officers towards the tallymen on the *Cyclops*; Chinese brutality against Chinese. They did not charge the Europeans with it. All the European sergeant did was to look on. What they said was that there had been brutality in the arrest of those four men. Proceeding, he said that any man—black or white or yellow—would naturally object to his castle being broken

into without rhyme or reason, and that was what took place in that instance. None of those men, he submitted, wore badges. The Chinaman was a notorious casual being, and in this instance he had forgotten his badge. Consequently there was a row and a fight when the quarters were searched. In conclusion, he submitted that the police should have conducted the identification in the ordinary proper way.

His Worship—If you have any complaints you must make them to another quarter.

Mr. Gidge—I am not making complaints. What I say is that the police were backing up the excise officers, and when the identification took place they ought to have insisted upon it being done in the ordinary way and not have laughed in their sleeves and said this is not proper.

Mr. Shenton objected to those remarks.

His Worship—It is fair comment on the evidence.

Mr. Gidge said it was like comic opera to expect the solicitor for the defence to be in charge of the identification. The police should have been absolutely impartial to both sides, and at the time the prosecution should have been told that the identification was not in accordance with the usual regulations. He submitted that so far as it went the men had been properly identified and he asked for a conviction.

His Worship discharged all four defendants. Mr. Shenton asked for costs, but his Worship declined to accede to the request.

## FIRE ON "PRINZ LUDWIG."

A fire which caused considerable damage and no little inconvenience occurred on board the Norddeutscher Lloyd mail steamer *Prinz Ludwig* yesterday. The outbreak was not discovered until the steamer, which came from the North, was approaching the wharf at 7.30 a.m. Smoke was then seen issuing from the fore part of the hold and the signals for assistance were at once made. They were promptly responded to by the Government fire boat coming alongside in a few minutes, followed a little later by the naval fireboat *Cherub*. Shortly after eight o'clock the Fire Brigade arrived under Mr. P. P. J. Wodehouse, assistant deputy superintendent of police.

Both the fire boat and the *Cherub* commenced operations by pumping water into the No. 3 hold, which was filled with Japanese silk and a large quantity of Japanese curios. The material was, of course, very inflammable and the conflagration would have reached serious dimensions had it not been for the prompt efforts made to cope with the fire. After water had been pumped into the hold for about three hours it was decided to suspend these operations, and the ship's smoke helmets were then brought into use. Two of the crew donned these and went down into the hold, but they could do nothing. The firemen themselves were handicapped through not being equipped with such helmets, and owing to the dense smoke they had to restrict their operations to the deck, whence it was difficult to play on the flames. As the *Prinz Ludwig* had a decided list to port it was deemed inadvisable to flood the hold, as fears were entertained that she might capsize. Her pumps were unable to take out the water as it was pumped in and the flooding of the hold had to be abandoned and other means of fighting the flames tried. From the deck it was difficult to get the hose to play on the flames, but finally hose were placed in position underneath by members of the crew descending and when they emerged the water was turned on. Success attended this and by one o'clock or shortly afterwards it was reported that no more flames were seen. However, the material continued to smoulder and dense smoke issued for two or three hours afterwards. By two o'clock the steamer had recovered her balance and proceeded from the vicinity of the wharf to nearer Stonecutters, where a sandy spit afforded greater security for handling the ship in its awkward plight. Arrived here, the hold was flooded, and as the water was pumped in it was taken out almost immediately by the appliances alongside brought from Kowloon Dock. The result was that about four o'clock the fire was completely extinguished and the firemen were able to leave the steamer.

The damage done must be very extensive. Practically the whole of the contents of No. 3 hold is destroyed, but the cargo in other holds must have suffered from the smoke and the water.

The steamer's departure will be materially delayed. Not only will the cargo itself have to be removed but the ship will have to be surveyed before she can leave port so that her stay here is likely to be extended several days.

## LOCAL SPORT.

## FOOTBALL.

H.M.S. "WHITING" v. H.M.S. "VIRAGO." These teams met in a Small Ships' League fixture yesterday afternoon, and the *Whiting* had no difficulty in winning by six goals to nil. The goal scorers were Sullivan two, Collins and Edgar one each.

## HOCKEY.

A match between the 105th Mahrattas and the Club was played at Happy Valley yesterday evening and resulted in a win for the soldiers by three goals to nil.

## CRICKET.

R.G.A. and R.E. met in a League match yesterday, and the Gunners won, making 120 runs for 9 wickets, against 92 runs of their opponents.

The Dutch cruiser *Nord Brabant*, which arrived at Yokohama from San Francisco on the 1st inst., encountered a typhoon en route from Honolulu and had her main-mast broken. Her wireless telegraph apparatus consequently was rendered unavailable. The vessel reached Yokohama two days later than expected.



## SUPREME COURT.

Tuesday, December 14th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR MR. W. R. DAVIES,  
K. C. (ACTING CHIEF JUSTICE).

## ACTION FOR LIBEL.

The case was continued in which the President in Hongkong of the Basil Mission Evangelical Missionary Society proceeded against the *Hongkong Shing Po Co., Ltd.*, of 13, Connaught Road Central, and Hong Wa, editor and publisher, to recover the sum of \$10,000 damages for an alleged libellous article which was printed in the *Shing Po*.

The case, which was heard before a special jury, arises out of a report sent to the defendant newspaper from the interior of China relating to an operation which was said to have been performed on a woman in one of the Mission hospitals. The jury empanelled contained Messrs. M. S. Northcote (foreman), A. Babington, W. A. Dowley, A. Bryer, A. J. David, H. P. White and A. G. Gordon.

Mr. M. W. Slade, instructed by Mr. F. B. Deacon (of Messrs. Deacon, Looker and Deacon), appeared for the plaintiff, and Sir Henry Berkeley, K.C., instructed by Mr. Otto Kong Sing, represented the defendants.

The last witness called in support of plaintiff's case was giving evidence with reference to subscriptions when

Sir Henry Berkeley submitted that the loss of subscriptions, if it really occurred, was special damage which should have been laid.

His Lordship—You did not take that point yesterday, Sir Henry.

Mr. Slade—It is not special damage. It is evidence of general damage.

His Lordship—Loss of subscriptions would be general damage.

Mr. Slade—I presume my general list diminished in consequence of this article. I cannot prove it, but there is a strong inference. The law is plain that I may give general evidence of damage.

His Lordship—Loss of specific subscriptions certainly comes within the category of special damages.

Mr. Slade—I don't prove loss of special subscriptions.

Sir Henry Berkeley—My objection is confined to specific subscriptions, so you can go on.

His Lordship—I think the jury, in any event, in assessing damages, if they are going to give damages, will take that into consideration.

Mr. Slade—Your Lordship will see that my object is to prove that this article had an effect detrimental to the Mission a long way away from Ho Yuen.

After Dr. Vortisch had been recalled to give further evidence regarding hospital charges, the case for the plaintiff closed.

Sir Henry Berkeley, in opening the defence, submitted that the plaintiff had disclosed no case that his Lordship could leave to the jury, and that under the powers in sections 174-175 of the Code of Civil Procedure his Lordship might and should dismiss the action here and now. In this case it was his Lordship's duty to withdraw the case from the jury and dismiss it, because the plaintiff, the President in Hongkong (the word "in" was important) of the Basil Mission, namely, Mr. Vömel, had not proved that any libel had been published of and concerning him.

Mr. Slade—The plaintiff is "it," not "him." Sir Henry Berkeley said he would show that the plaintiff was "him." There was no libel proved against the Corporation. Such libel, as he would admit for the sake of argument had been proved, was against two individuals, Dr. Vortisch and Mr. Sautter, who had had what amounted to an imputation of murder in its gravest view, or in the least harmful view—an imputation of malpractice in the performance of their duties at the hospital charged against them personally. Counsel submitted that the libel did not refer to the plaintiff, and therefore was no personal right of action in him.

His Lordship—When you say the plaintiff you mean the plaintiff Corporation?

Sir Henry Berkeley said that that was so. The article did not refer to the plaintiff Corporation, and there was no personal right of action in him or it. A Corporation had the right of action in respect of a libel to its property, but there was no libel here against the Corporation in respect of its property. The imputation here was to persons. It had been laid down that a Corporation could not sue for libel or commit murder. The charge here, if anything at all, was a charge of assault upon this woman by the two missionaries at Ho Yuen, and indeed it might be pushed to a charge of murder against Dr. Vortisch. The Corporation could not commit an assault, as it was only an abstract body and had no personality, and it could not complain of being referred to as "it."

Mr. Slade—It cannot be guilty of malice.

Sir Henry Berkeley—That has been held to be possible, but it is not the point here. It has been held that an action for libel will not be at the suit of a Corporation in respect of such charges as assault.

Mr. Slade—I beg your pardon, there is no such case.

Sir Henry Berkeley said it had been held in the case of the Mayor of Manchester against Williams that a Corporation could not sue in connection with a charge of corruption. Counsel quoted the case, and contended that if his friend's contention was right the mayor and Corporation could have brought that action, but the ratio decidendi was that the Corporation as a whole could not be guilty of corrupt practices. His next point was that even supposing this Corporation—the President in Hongkong of the Basil Mission—could bring an action in respect of any such charge as this in relation to its

property, the hospital at Ho Yuen was not the property of the President in Hongkong of the Basil Mission.

His Lordship—It is the property of the Corporation.

Sir Henry Berkeley—No, it is the property of the Mission in Basil. The evidence is that the people in Ho Yuen are under the control and management of the Mission in Basil, that the money for completing the hospital was supplied by the Mission in Basil; and that Dr. Vortisch has in time to come to account to the Mission in Basil for money he collects by way of subscriptions.

His Lordship—As regards the point that the property is not the property of the Corporation, I should like to hear what Mr. Sautter says on that.

Sir Henry Berkeley—Mr. Sautter stated that he got an advance from the head Mission at Basil, and that he hoped in time to collect subscriptions from the pious and charitable people to refund that sum.

His Lordship—As regards this point, supposing it is a branch of the Basil Mission Society, do you contend that the Society here would not be entitled to sue in respect of it?

Sir Henry Berkeley—It would not.

His Lordship—Apart from the other question altogether?

Sir Henry Berkeley stated that even if this was a libel in respect of which the hospital could sue, this hospital had nothing whatever to do with Mr. Vömel, and it was given in evidence that fees collected for operations were accounted for to the Basil Mission in Switzerland. Another point quite separate and independent was that the plaintiff was not entitled to sue, he was barred of his action by having accepted apology, as far as he was concerned, from the defendants.

His Lordship—Your pleading does not amount to a plea of accord and satisfaction.

Sir Henry Berkeley—I submit it does. It is, on me, in setting up the apology as a bar, to show that the parties intended there should be an end of all litigation in respect of this particular libel.

His Lordship—As regards the action of Mr. Vömel and what took place, that may be a matter of mitigation of damages on which I shall direct the jury. But that is not a bar to the action.

Sir Henry Berkeley—It is a bar if you can regard it as being accord and satisfaction.

His Lordship—Then your pleading must show it.

Sir Henry Berkeley—I would ask you to construe the pleading as showing it, because, after publishing the libel, an explanatory article submitted by the plaintiff was accepted.

His Lordship—You have to show it on the face of your pleadings.

Sir Henry Berkeley—I agree to that, and submit that paragraph 11 is sufficiently explicit.

His Lordship—There should have been a specific allegation to the effect that it had been accepted in discharge of all causes and rights of action.

Sir Henry Berkeley—Then I will withdraw the point.

Proceeding to deal with the first point, Sir Henry stated that the plaintiff had admitted in his evidence that the words did not refer to him, and upon the face of them they did not refer to him either as Mr. Vömel or as President in Hongkong. But it was incumbent on the plaintiff to show two things: he had to show that the libel applied to a particular person, either a person or Corporation entitled to sue, and that that particular person was the plaintiff.

His Lordship (referring to it)—If a man wrote that all lawyers were thieves. (Laughter.) Sir Henry Berkeley—That is a very rude illustration, but there is nothing to show that that article was inserted with reference to any special plaintiff.

His Lordship—On that point there are numerous authorities to show that a plaintiff must not be particularly entered.

Sir Henry Berkeley—There must be evidence from which you can point to the particular persons mentioned in the libel. The persons mentioned in this libel are not the President in Hongkong of the Basil Mission, but Mr. Sautter and Dr. Vortisch.

His Lordship (to Mr. Slade)—I am not sure that I can construe correctly paragraph 1 of the statement of claim. You say, the President in Hongkong of the Basil Mission, and carries on the business of a medical practitioner at Ho Yuen.

Mr. Slade—It is the corporate title of the Society; the name under which any action must be brought.

His Lordship—But "he carries on the business of a medical practitioner."

Mr. Slade—Yes.

His Lordship—There is no evidence of that.

Mr. Slade—The Society which is incorporated in Hongkong carries on a hospital through its servants, who are medical men.

His Lordship—I see how you put it.

Sir Henry Berkeley said whichever way it was put it was not possible to make a plaintiff, who was President in Hongkong—merely for the purpose of holding the property of the Mission in Hongkong, a medical practitioner carrying on business at Ho Yuen. If his Lordship turned to Ordinance 2 of 1906, which incorporated the plaintiff, he would find what the whole scope and intention of that Ordinance was. The President in Hongkong under that Ordinance, he submitted, was merely a corporate body for the purpose of holding property in Hongkong on behalf of the Basil Mission in Switzerland. That was apparent by his title, and he had no corporate existence in Ho Yuen. The Mission had stations in India,

China, Africa and other parts. Could it be contended that the President in Hongkong could bring an action in respect of a libel on a mission in Africa? If he could not bring an action in Africa, he could not bring one in China. We could not pass an Ordinance in Hongkong enabling a corporate body to hold property in China. The local legislature has no jurisdiction to incorporate a body to set up outside of Hongkong. He submitted that the power and authority of the President in Hongkong was limited to the Colony. Assuming that the President in Hongkong could bring an action in respect of the property of the Mission in Ho Yuen, he could not bring an action of this character, because the wrong which was complained of was not an imputation upon the Corporation as such, but upon individuals in the employment of the Corporation; and because the imputation was of a nature which amounted to the charge of the commission of an offence which could not be committed by a Corporation.

His Lordship—You say the action should have been brought by the doctor.

Sir Henry Berkeley—I won't say by whom, but not by the President in Hongkong. There is nothing in the Ordinance which authorizes the Basil Mission to trade or to do business. I submit for the several reasons given that your Lordship ought to stop the case and dismiss the action.

Mr. Slade contended that what the plaintiff was clearly shown by the Ordinance by which he was, or it was, incorporated. Among the rights and powers specially given to it were the right to sue and be sued in all Courts of Justice and of Magistrates in this Colony.

His Lordship—Assuming, of course, that it has a right of action.

Mr. Slade—Of course. If this article injures the Basil Mission Society the plaintiff in this Court is the right plaintiff. I am showing your Lordship that the plaintiff here is a Society, not an individual at all. As my friend, with his usual aptness put it, this Corporation was formed to protect the worldly interests of the Society.

His Lordship—That is a figure of speech. Mr. Slade—Well, my lord, I think it is an exceedingly apt description of what the effect of this Ordinance is. The paper is a Hongkong paper; the wrong complained of was done in Hongkong; and the publication was in Hongkong, although the injury covered a wider area. Assuming the Society to have been injured—who else could sue in the Colony but the Society itself?

His Lordship—Why couldn't the doctor have sued?

Mr. Slade—Because these people, who have given their lives to good works, do not care to come forward and make claims for personal compensation. The injury which was done was not to them personally, but to the Society whose servants they were.

His Lordship—He is a servant of the Society, and an action by the doctor would have vindicated the Society.

Mr. Slade—He could not have got the \$4,000 for injury done to the Society.

His Lordship—It is alleged that he committed an operation tantamount to murder.

Mr. Slade—He might have been a party to this action, but he preferred not to be. I take the responsibility of having advised him that it was absolutely unnecessary. Unless he wanted to recover damages for his personal reputation, it was unnecessary for him to join in an action brought because of damage done to his employers. As to whether an injury has been inflicted upon the society, that is to say, upon the plaintiff.

His Lordship—The Corporation.

Mr. Slade—The Corporation. My friend has put forward suggestions, which involve the old metaphysical argument that a Corporation can do no wrong. It has neither body nor soul, therefore it cannot commit a crime. That a Corporation being "it," and not an individual, cannot be guilty of such purely human acts as malice.

Sir Henry Berkeley—I did not say that.

Mr. Slade—No, but you implied it. Those authorities have been exploded once and for all by the case of the Citizens' Life Insurance Co. v. Brown reported in the 1904 Appeal Cases. Applying those principles to this case, I submit it is perfectly clear that this Corporation could have been sued by the husband of the woman if the allegations contained in this article had been correct. The Corporation would have been guilty of a civil wrong, for which redress could have been recovered from it.

His Lordship—Of a criminal wrong.

Mr. Slade—I am not concerned to say that.

His Lordship—I think it is material.

Mr. Slade—The wrong which gives rise to a civil claim for damages is imputed in this article.

His Lordship—You said in your pleadings it was a criminal offence.

Mr. Slade—In innuendo.

His Lordship—Yes.

Mr. Slade—Take it so, but that is not all. There is a great deal more than that. Continuing, Counsel stated that if a man was guilty of an act which amounted to a crime, that was no reason for depriving the person wronged of a civil remedy. His friend's assertion that a Corporation could not be guilty of an assault was disproved by a long series of cases wherein Corporations had been held liable for assaults committed by their servants in the course of their duty.

His Lordship—Even though it be an act which, as a Corporation, they could not do.

Mr. Slade—A Corporation acts through its servants, and if a servant acts within the scope of his employment the Corporation is liable.

His Lordship stated that he did not propose to withdraw the case from the jury, as it might be held hereafter that the cause of

action was good, and that would involve a new trial, and having regard to our present jury system it was extremely undesirable to have a new trial. That being so, he proposed to allow the case to go to the jury, subject to the point of the plaintiff's right of action. He would direct the jury that they should have to assume that there was a proper cause of action; and later he would hear fuller argument on the point raised, which was a very important one.

Counsel then addressed the jury, and after his Lordship's summing up they retired, returning into Court after an absence of ten minutes.

The Foreman (Mr. Northcote) then announced that the jury had found for the plaintiff, and assessed the damages at \$2,000.

His Lordship reserved judgment pending the further argument.

## CANTON.

(FROM OUR OWN CORRESPONDENT.)

December 12th.

## SPORTS.

The schools boys of Kwongtung are in a state of excitement just now owing to sports which are about to take place on the 15th and 16th of next month. Sports do not enter very largely into the life of the Chinese schoolboy, but from the enthusiasm with which the lads of various schools in the city are training it would seem that, had they the opportunities, they would not be far behind their Western brothers. The sports are to take place outside the East Gate at a spot called Tung Kan Cheung. There are not only racing and jumping events, but shooting matches form an important part of the programme.

## GAMBLING.

Many are the modes of gambling, but surely one of the worst among them is to set two male thrushes to fight to the death and bet on the result. This and similar "sport" with crickets is the favourite pastime of the natives of the Ning Shan District, and to such an extent is this pastime carried on that many well-to-do men have ruined themselves and families by this form of gambling. The thrushes are taken where the fighting is carried on are tamed and the fancy goes towards the support of the local police force. Ning Shan, however, possesses a few men who are of enlightened minds and who are disgusted with this rotten state of affairs, and they have joined in sending a petition to the Viceroy asking him to take proceedings to stop these disgraceful practices.

## OPIUM.

It is reported that in certain outlying parts of the Province the laws for the suppression of opium have had but little effect and are but lightly regarded. The reason is said to be that there is no strict system regarding the sale of raw opium and it is stated that persons can, in some places, purchase this commodity at will and then, it is to be presumed, they prepare and retail it for their own profit.

Eyen members of anti-opium societies are not always true to their principles. It was noted in the native papers a few days ago that at the marriage of the daughter of a prominent member of the Heung Shan anti-opium society two rooms were set apart and provided with pipes and opium for those who desired to indulge. It was noted, moreover, that though certain members of the police force were present no protest was made against this breach of the opium laws.

## SELF-GOVERNMENT SOCIETY.

The newly-formed Self-Government Society of Honan has just established a fire brigade. The engine is considered to be of good pattern and will force water to a distance of over ten cheung. Frequent practices are being held and the scene always attracts large numbers of spectators. To co-operate with the brigade a relief party will shortly be formed, and already several doctors have volunteered their services free of charge. It is to be sincerely hoped that the Honan Society will confine their attentions to these and similar useful endeavours and not, as certain other societies are doing, fritter away their energies in causing needless strife.

## RELIGIOUS ENTUSIASM.

Last week Fatsan was en fête, the reason being religious processions held in honour of a Buddhist deity known as Kwun Yam, whose temple at Fatsan has but recently been repaired. To cope with the large influx of visitors many special trains were run daily from Canton, and the railway must have made a handsome profit. The launches and junks from up and down river were also crowded, and since Fatsan has been a town it has never had such a large number of visitors.

## FIRES.

The city has been suffering from an epidemic of fires lately. One of the latest broke out in the Old City in a street near the Tartar General's Yamen. The flames spread very rapidly, and in a short time four houses were totally destroyed. During the same night another fire broke out in a street close by. Here the damage originated in a joss paper store, but this luckily was not so destructive as the other. The authorities have lately notified the public that should the crime of arson be proved against anyone, that person will be most severely dealt with.

## OFFICIALS IN DISGRACE.

The Magistrates of the Nam Hung, Hoi Tang and Tin Ping Districts have not taken sufficient steps to suppress the growing of native opium. Viceroy Yuen has punished them by giving each a black mark. Other Magistrates have been informed of this proceeding and have been told to take warning therefrom.

In contrast to this the Viceroy has recommended that the provincial officers be rewarded for faithful service, and Admiral Li stands first on the recommendation.

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## SHIPPING NOTES.

Ten guineas was paid in London on the 23rd ult. for reinsurance of the German mail steamer *Princess Alice*, which was reported overdue at Singapore from Hongkong.

The half-yearly general meeting of the Nishin Kisen Kaisha (Japan-China Steamship Company) took place at Tokyo recently, when a dividend of five per cent. per annum was declared.

The Hamburg-America Line steamer *Brigavia*, which had been ashore outside Woosung for about ten days, was successfully refloated at 8.15 a.m. on the 9th inst. The task of refloating her was entrusted to the Kookhien Transportation and Towboat Company. The *Brigavia* will be docked for examination.

President Taft in his recent message to Congress has strongly urged the enactment of a Ship Subsidy Bill to encourage American shipping. According to a telegram published by the Manila papers, the President commented upon the deplorable depletion of American shipping and the embarrassing absence of bottoms to aid the navy in case of war or to carry the country's commerce in times of peace.

The ill-fated steamer *Kisoga-Maru II*, which foundered recently in a typhoon in the Japan Sea, was insured with the Imperial Marine Insurance Co. for ¥90,000. Her cargo, consisting of beans and bean-cake, which was a total loss, is valued at about ¥100,000. She had a crew of 85 and a few passengers, and all of them, it is feared, were drowned. The bodies of 26 men and of two women have been recovered. The fate of the Captain is unknown.

According to official returns to the end of October, the number of steamers belonging to the Japanese merchant marine totals 1,643, with an aggregate displacement of 1,182,974 tons gross. Steamers afloat displacing over 10,000 tons are two in number, and those displacing between 5,000 and 9,000 tons number thirty-four. Sailing vessels number 4,799, with a total displacement of 335,897 tons gross. They include one vessel of over 2,000 tons. Sailing vessels, the carrying capacity whereof is measured by *koku*, number 1,881, with an aggregate capacity of 556,181 *koku*.

The N. Y. K.'s Yokohama-Shanghai liner *Yamaguchi Maru* (3,221 tons), which left Moji at 4.31 p.m. on the 5th for Nagasaki, stranded at Ipponmatsu, outside Moji. The vessel, which is commanded by Captain J. Handa, has a crew of about fifty, with forty passengers, and is carrying a cargo of some 1,500 tons, consisting of cotton yarn, matches, sugar and piece goods. It appears that when trying to turn her helm to the westward the steamer was caught by a strong north-west wind and blown back towards Moji. She was also carried westward by the oblique tide and rapidly approached the shore. An attempt was made to anchor the vessel, but without avail, the anchor eventually stranding. The distance between her bows and the shore is reported to be only from twelve to eighteen feet. As, however, the bottom is of sand, the shock was so slight that the passengers were not aware at first that the ship had stranded. It was believed that no damage has been done to the bottom of the vessel, and there was no fear of water getting in.

At the half-yearly general meeting of the Nippon Yusen Kaisha the President, Mr. Kondo Rempel, the *Japan Mail* says, offered a very full explanation of the vital question whether the Company should continue its present subvention under the old law, or adhere to the system prescribed by the new. Both courses have their advantages and disadvantages. The two principal lines concerned, which may also be regarded as the basic business of the Company, are the European and the American services. The close of this year terminates the present subvention, but it can be renewed for five years at the option of the Company. On the other hand, it would terminate finally in 1914, and although during that interval the actual amount of subsidy received would be larger than the sum accruing under the new law, the ships would find themselves entirely without State aid at the end of the five years. By adhering to the new law there would be a small decrease of subvention, but it would continue for 15 years, though from the end of the fifth year the scale would be gradually reduced. Moreover, the age of a ship is an important factor under the new law, and in the case of the American line this provision would entail the building of three new steamers at a cost of 3 million yen in the near future. That difficulty does not exist, however, in the case of the European line. The Company has six new steamers of 8,500 tons each plying upon that route, and these would be eligible for State aid throughout the entire term of 15 years. On the whole, the President and the Directors recommended that the Company should adhere to the new law, and the recommendation was unanimously approved by the meeting.

Great increases in the steamship services and the augmenting of the lines now in operation in the trans-Pacific trade are anticipated within the next few years. Next summer many additions are expected, but it is in 1911, says a Canadian paper, that the largest increases are expected, when the C.P.R. will add two large steamers, either the R.M.S. *Empress of Ireland* and *Empress of Britain*, or two similarly large and well-equipped liners to be specially constructed for the trade, and the Canadian Northern Railroad Company and Grand Trunk Pacific Company will establish connecting steamship lines, probably both to the Orient and Antipodes. The paper we quote mentions that Mr. James

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[3]

Bain, who recently retired as superintendent of the Cuzco Line, is bound to the Orient with the stated intention of establishing a new trans-Pacific service. It further states that the Bank Line to Hongkong and Manila will be augmented next summer with two new liners, the *Lucerne* and *Osterc*. The former, a modern freight and passenger steamer of 11,000 tons now being completed at Port Glasgow on the Clyde, will leave Hongkong for Vancouver and Puget Sound in August next, and the second steamer will leave in September.

The large twin-screw vessel which Messrs. R. and W. Hawthorn, Leslie & Co., Ltd., have under construction for Messrs. Alfred Holt & Co., of Liverpool, was successfully launched at Hebburn last month, when Mrs. Richard D. Holt, wife of the member for Hexham, performed the christening ceremony by naming the vessel *Protesilaus*, as it moved towards the water. The vessel has been designed for the Far Eastern general cargo trade, and details of construction have all been arranged to make her specially suitable.

The dimensions of the *Protesilaus* are—Length, 501 feet; breadth, 60.8 feet; depth, 42.6 feet. She will have a deadweight capacity of 18,000 tons, and accommodation for about 580 emigrants and a number of first-class passengers. There will be seven holds and the cargo gear will consist of 25 powerful winches and 31 derricks capable of lifting weights up to 50 tons. The vessel has been designed for the Far Eastern general cargo trade, and details of construction have all been arranged to make her specially suitable. She has very spacious holds, clear of obstructions and suited to the stowage of bulky cargo, such as railway cars or boilers. There will be no masts fitted, but four large pillars, two forward and two aft at the sides of the vessel, will serve the purpose of derrick posts. The two forward pillars will be joined by a bridge about 75 feet above the water, which will be useful as a lookout. Electric light is fitted throughout the vessel. Her machinery, which is being constructed by the North-Eastern Marine Engineering Company at Wallsend, will consist of two sets of triple-expansion engines, with cylinders 23 inches, 30½ inches, and 65 inches by 48 inches stroke, steam being supplied by three large boilers working at a pressure of 190 pounds.

In view of the fire on the *Prins Ludvig* yesterday the following paragraph, from some recent notes by the *Times* writer on marine insurance, may be of interest. Underwriters, he says, are always willing to give the claims of machines for detecting and extinguishing fires in ships their proper due, and they should be interested to investigate the case of the recent fire in the *Otahi*. This vessel is provided with the Clayton apparatus, and not only was the fire held comfortably in check while the whole of the undamaged cargo was discharged, but the greater part of the cargo in the affected hold was saved. Quite a crop of serious outbreaks have occurred lately, so that it would be instructive to compare the general average statement of the *Otahi* claim with some of the general average statements applying to vessels not provided with modern fire appliances.

The new King's Dock at Swansea, which has been constructed by the Swansea Harbour Trust at a total cost of £2,110,000 to meet the growing requirements of the port, was opened last month. The first sod of the dock was cast in July, 1904, by the King, who, with the Queen, visited the port for that purpose. Sir James Murphy, in proposing the toast of "The Swansea Harbour Trust" at a luncheon held in connection with the opening of the dock, said that in 1870 the registered tonnage of ships entering the port was 750,000 tons, and by 1908 it had increased to 23 million tons. The tonnage of imports and exports had increased from 13 million tons in 1870 to almost six million tons in 1908.







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 Tansy, Seltz Drops and Penny royal.  
**CHAPOTEAUT, 8, rue Vivienne, Paris.**  
 Sold by all Chemists. [1464-3]

## **GUIDING CHINA'S FUTURE.**

### **THE NEW DAWN IN THE EAST.**

[By Mrs. ARCHIBALD LITTLE.]

A few years ago there was one newspaper in  
 China; there are now over 200, ten in Peking  
 alone, one even edited by a woman for women—  
 and not a fashion in it!

There are now over 9,000 post-offices; there  
 was not one. A letter can travel for a halfpenny  
 across China. Formerly, by an Imperial  
 Edict in 1905 the thousand-year-old methods of  
 education, and these competitive examinations  
 all the nations of Europe have copied, were done  
 away with, and everyone ordered to study  
 Western learning.

All over China they are preparing for a  
 Parliament—a Parliament in China the last  
 absolute Empire. All students in Government  
 colleges are to have votes.

And yet people still talk in England as if  
 China were not awake yet, only awaking.

The cultivation of opium has been forbidden.  
 Yunnan, which drew all her wealth—poor  
 poverty-stricken province! her wealth seemed  
 rather to consist in lying in bed till eleven, and  
 then sitting about in clothing all ragged patches  
 "Yunnan now is poppyless."

In Shanghai some of the richest merchants  
 have brought out their beautiful opium pipes  
 and elegant accessories, trays and all, and  
 publicly burnt them. In many cities young  
 men have banded themselves together and gone  
 through the towns calling on everyone to bring  
 out their opium pipes and burn them.

## **SHORTAGE OF TEACHERS.**

China has virtually done away with foot-  
 binding, that mutilation of their women that  
 had prevailed for over 1,000 years to make them  
 pleasing in the eyes of men, tottering like lilies  
 blown by the wind; not stopping out boldly in  
 masculine fashion. And yet we wonder if China  
 is awake—we, who have hardly begun to rub our  
 own eyes.

Foreign babies accustomed to be carried by  
 Chinese nurses have been known to start  
 violently and cling as for their lives on being  
 carried downwards, so tottering and insecure  
 were the feet of Chinese women. They are  
 stepping out "like men" now, as the Chinese  
 say.

The Chinese are very much awake, but they  
 cannot by an imperial edict, as by a magician's  
 wand, raise an army of teachers; so many schools  
 have had to be closed, whilst in others the work  
 of a Chinese man teaching English in a Govern-  
 ment school at a good salary, he himself having  
 only begun to learn English three weeks before,  
 and of a Chinese lady teaching singing, she  
 herself only able to play an octave with one  
 hand.

The demand for teachers is great for just  
 about one-quarter of the whole human race, for  
 if all peoples that on earth do dwell stood up  
 together more than one in every four would be  
 a Chinese.

But the supply of teachers qualified to teach  
 Western learning in China is as yet very short.  
 There has been an outcry for Normal Colleges  
 to train the teachers. But who is to teach  
 in the Normal Colleges?

And in all that great continent who is to bind  
 up the wounds, to bring healing to the suffer-  
 ing? We have doctors, surgeons, oculists,  
 dentists, midwives, trained nurses, air beds,  
 anaesthetics. With all this burden of blessing  
 we yet suffer. And the Chinese man has none  
 of all these things. Chinese think it as in-  
 decent for a man to study anatomy as our people in  
 England think it for a woman to do so. Thus  
 they can have no surgeons.

A HUGE PILL.  
 Lady Florence Cecil relates in one of her  
 recent travels to China finding a baby lying  
 with a large round pill just administered by a  
 Chinese doctor stuck in its throat and choking it.

Soup made of snakes' skins, tigers' bones re-  
 duced to powder, and the like are favourite  
 Chinese remedies. No one who travels there  
 can help trying a little doctoring, if it be no  
 more than castor oil, and quinine, the delight  
 of the Chinese, and an eye wash, together with  
 a few bandages.

It has been left to the China Emergency  
 Appeal Committee to try to raise a fund, and  
 make an organised attempt to promote the  
 efficiency of medical training colleges to train  
 Chinese to doctor themselves, and to train teach-  
 ers to train other Chinese to teach.

They have not started a snowball, and yet  
 their fund has this resemblance to it, that in  
 rolling along it must increase, for in all  
 probability for every pound an Englishman  
 gives to it some Chinese will give two.

CHINESE ARROGANCE.  
 Chinese are very liberal and most desirous of  
 foreign instruction, now it was not ever so.  
 In old days even the very man who took your  
 pay for teaching you to learn Chinese would not  
 deign to recognise you if he met you in the  
 street in Peking, so great was Chinese arrogance  
 and hate then.

But now all is changed, though the arrogance  
 remains probably, do not we even think our  
 selves the finest race under the sun, our usages  
 the best, our opinions the right ones? So do  
 Chinese, just so! But they see they do not  
 understand science and applied mathematics and  
 a few more things like that, among them  
 surgery.

Nor let anyone object that any money collect-  
 ed for this purpose is being used for foreigners.  
 The Chinese will probably give the sites and  
 the buildings necessary. And all that will need  
 to be paid will be the salaries of the teachers,  
 English men and women of good attainments  
 and good character; also the equipments of the  
 schools.

THE PRESENT OPPORTUNITY.  
 Centuries ago, when the Roman Catholic  
 priests first got to their own country, begging  
 them to return with a little company of China.  
 Two only started for China, and of these two  
 one felt afraid and went back. Another time  
 the Chinese had heard some beautiful new  
 doctrine was being taught in the West. They  
 sent messengers to find out what it was. Some-  
 how they wandered south-west, and brought  
 back not Christianity, but Buddhism.

And now again there is the opportunity. If  
 we will we can go far with the rising tide to set  
 Chinese steering on the road of Progress in the  
 right direction. If we do not help it, as we  
 if one man in every four in the whole world  
 were likely to be given over to mere materialism.  
 For Buddhism has crumbled, Confucianism lost  
 its hold, China is changed, although we may  
 not know it.

## **LATEST STEAMER MOVEMENTS.**

The P. & O. str. *Syria* left Singapore for  
 this port on the 13th inst., and is due here  
 on the 19th inst., at about 4 p.m.

The M.M. str. *Georgina*, with the French  
 Mail, left the 21st ultimo, and mails from London  
 on the 20th ultimo, left Singapore on the 14th  
 inst., at 5 a.m., via Saigon, and is expected  
 to arrive here on or about Monday morning; the  
 20th inst., and will leave for Shanghai and  
 Japan on the same afternoon.

## **THE DECISION AGAINST THE STANDARD OIL COMPANY.**

The *Times* New York correspondent says:—  
 The United States Circuit Court for the Eastern  
 District of Missouri on November 20th decided  
 that the Standard Oil Company of New Jersey  
 constitutes a combination in restraint of trade  
 such as the Sherman Anti-trust Act forbids.  
 Of course an appeal will be made to the  
 Supreme Court; nevertheless, the unanimous  
 opinion of the four judges sitting on the case is  
 of the highest importance.

This is, according to the Attorney-General,  
 "one of the most important decisions ever  
 rendered in this country." If it is confirmed,  
 the company—whose stockholders at the time  
 of its formation in 1899 owned the majority of  
 the stock in 19 other companies, which similarly  
 controlled many other companies, must be dissolved.  
 Then it would seem that these 70 odd corpora-  
 tions, which conduct 30 per cent. of the pro-  
 duction of crude oil, and over 75 per cent. of  
 the business of purchasing, refining, transpor-  
 ting, and selling petroleum and its products  
 in this country, must return to their original  
 independent status.

The chief significance of the decision, in the  
 opinion of Mr. Ellis, Assistant Attorney-  
 General, is that it means that a combination  
 based on one company's holdings in the stock  
 of others infringes the Anti-trust Law—that  
 corporate stock ownership may constitute an  
 agreement or contract in restraint of trade.  
 The more technical readjustment of the financ-  
 ing and management of the Standard Oil Com-  
 pany would probably be made impracticable.  
 The decision, unlike the famous, but abortive,  
 one of 1907, which imposed a fine of \$25,000,000  
 for the acceptance of rebates, attacks the very  
 foundations of the Standard Oil Trust, which  
 controls a total capital of \$285,600,000. More-  
 over, it effects all combinations where wheels  
 turn within wheels to the confusion of the  
 unlearned and the destruction of competition.

## **WEATHER REPORT.**

The Hongkong Observatory yesterday issued  
 the following report:—

On the 14th at 12.05 p.m.—The barometer  
 has fallen rapidly over N.E. Japan owing to a  
 depression which is moving Eastwards over  
 Hokkaido.

The barometer has risen considerably over  
 S.W. Japan and the Loochees, while it is  
 inclined to fall over China.

The high pressure area remains over the  
 Yangtze valley, and pressure is relatively low  
 over the S.E. part of the China Sea.  
 Strong N.E. winds may be expected in the  
 Formosa Channel, and monsoon gales over the  
 N. part of the China Sea.

Hongkong rainfall for the 24 hours ending  
 at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon  
 to-day is as follows:—

	N.E. winds,
Hongkong & Neighbourhood	strong; fine.
Formosa Channel	N.E. winds,
South coast of China between	strong to a gale.
Hongkong and Lamocks	Same as No. 1.
South coast of China between	Same as No. 2.
Hongkong and Hainan	

AS SUPPLIED TO THE HOUSE OF  
 LORDS AND HOUSE OF COMMONS.

## **THORNE'S OLD VAT**

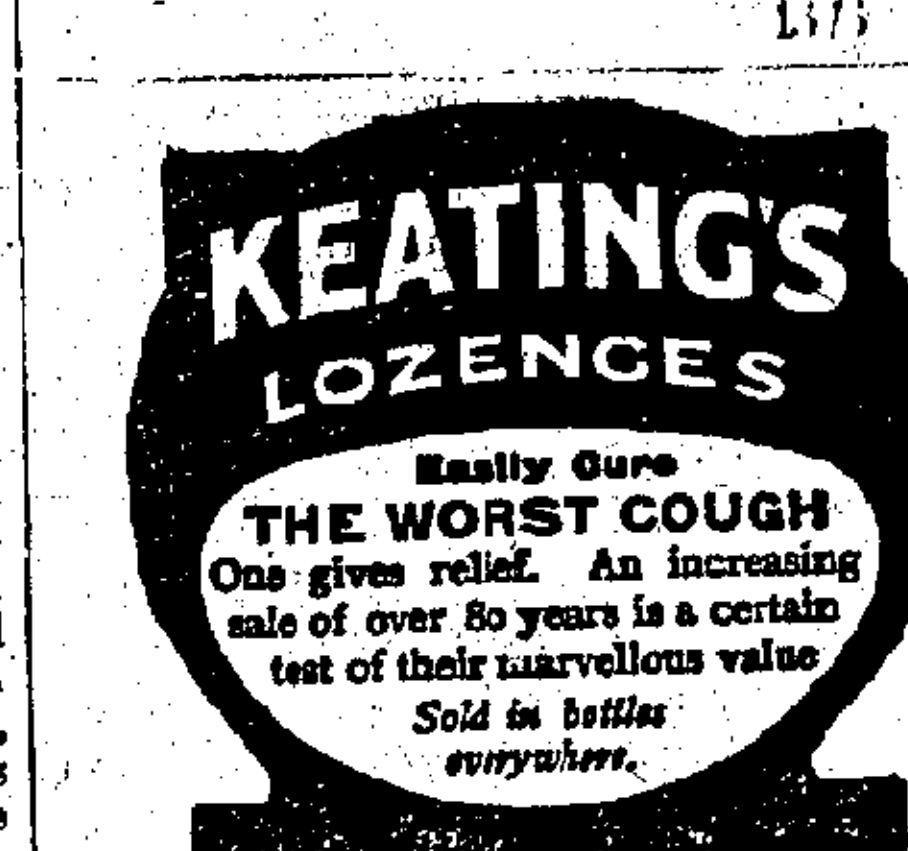


PER CASE  
 12  
 11  
 9

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE  
 OF GREENOCK AND HAS BEEN SOLD SINCE 1831

## **SCOTCH WHISKY.**

SOLE AGENTS IN  
**HONG KONG, CHINA & MANILLA.**  
**A. S. WATSON & CO., LTD.**  
 1175



## **THE NEW FRENCH REMEDY.**

**THERAPION**

**THERAPION No. 1**

**THERAPION No. 2**

**THERAPION No. 3**

**THERAPION No. 4**

**THERAPION No. 5**

**THERAPION No. 6**

**THERAPION No. 7**

**THERAPION No. 8**

**THERAPION No. 9**

**THERAPION No. 10**

BY APPOINTMENT TO HIS MAJESTY THE KING.

## **BOVRIL**

No matter what we may say about Bovril,  
 nothing can speak so strongly to you as an  
 actual trial of Bovril itself.

Bovril contains all the goodness of  
 prime beef in highly condensed form.

70.2

## **PENINSULAR & ORIENTAL STEAM NAVIGATION CO.**

S.S. "MACEDONIA."

(10,500 TONS.)

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON  
 VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19TH, 1910,  
 STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT:—

MARSEILLES - - - - - APRIL 16TH.  
 LONDON - - - - - APRIL 23RD.

FARES TO LONDON:—  
 1st SALOON £71 10 SINGLE; £106 14 RETURN.  
 2ND " £48 8 " £ 72 12 "

For Further Particulars, apply to  
**E. A. HEWETT,**  
 SUPERINTENDENT. [1075]

## **SOUTH MANCHURIA RAILWAY CO.**

SHORTEST AND QUICKEST ROUTE BETWEEN  
 THE FAR EAST AND EUROPE, VIA DAIREN.

## **WINTER SCHEDULE.**

(EFFECTIVE FROM OCT. 28TH, 1909.)  
 THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently  
 equipped Sleeping Dining and 1st class Cars, operated between Dairen and Changchun in  
 connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct  
 Steamer Service by the S.S. "Kobe Maru" and "Sakiko Maru" (2,877 tons each)  
 as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Thursday Saturday (Sunday)	Saturday or Sunday Monday or Tuesday Friday	
Arrive—Dairen ( " )	12.00 a.m.	"	"
Lv. — Mukden ( " )	9.49 p.m.	"	"
Ar. — Changchun ( " )	10.10 p.m.	"	"
Ar. — Harbin ( " )	5.30 a.m.	Monday	Wednesday
Ar. — Harbin (Russian Train)*	6.30 a.m.	"	"
Ar. — Harbin ( " )	3.20 p.m.	"	"
Connecting at Harbin with:			
State Express for Moscow.	Wagon-Lits for Moscow.	State Express for St. Petersburg.	

SOUTH-BOUND.			
Leave—Harbin (Russian Train)*	Thursday Saturday (Sunday)	Saturday or Sunday Monday or Tuesday Friday	
Arrive—Changchun ( " )	11.25 a.m.	"	"
Ar. — Mukden ( " )	10.00 p.m.	"	"
Ar. — Dairen ( " )	5.08 p.m.	Wednesday	Friday
Ar. — Dairen (Steamer)	5.20 a.m.	"	"
Ar. — Shanghai ( " )	3.00 p.m.	"	"
Connecting at Harbin with:			
State Express from St. Petersburg.	Wagon-Lits from Moscow.	Express from Moscow.	Wagon-Lits from Moscow.

\* Russian Train Time is 23 minutes earlier than S. M. R. Time.

**TICKET AGENCIES**—The Company's Railway and Steamer Tickets are  
 obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.  
 and Messrs. Thos. Cook & Son.

**RAILWAY HOTELS**—YAMATO HOTEL (Tel. Add.: "YAMATO")  
 At Dairen, Port Arthur and Changchun, also very shortly at Mukden, all under the  
 Company's management.

**FUSHUN COAL.**  
 FRESH STOCKS ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

**SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.**  
 Tel. Add.: "MANCHU" Codes: A.B.C., 5th Ed., A.I., and Lieber's. [137-722]

## **PASSENGER SEASON 1910.**

## **IN 25 DAYS TO ITALY**

BY THE  
**MAGNIFICENT N.D.L. LINERS:**

Tons. Reg.  
**"PRINCESS ALICE"** - - 10,911 - - ON MARCH 23RD.  
 Capt. P. GROSCHE.

**"KILIST"** - - - - - 9,900 - - ON APRIL 6TH.  
 Capt. O. FAHNEKE.

**"PRINZ LUDWIG"** - - 9,630 - - ON APRIL 20TH.  
 Capt. F. V. BIEZER.

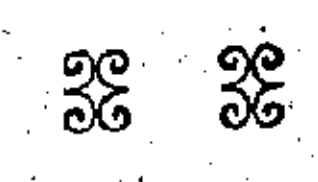
CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON  
 TO LAND PASSENGERS.

Early Booking Recommended.  
 For Particulars, apply to  
**MELCHERS & Co.,**  
 GENERAL AGENTS. [1225]

## **For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.**

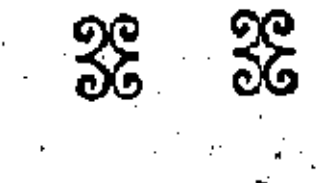
Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against  
Infection.



**Calvert's 20% Carbolic Soap.**  
 Among the special purposes for which this power-  
 ful antiseptic soap is useful, it has secured a wide  
 popularity as a safeguard against infection, as a  
 protection against mosquitoes and other insects, or for  
 antiseptically cleansing their bites.

Perfect Personal  
Cleanliness.



**Calvert's Carbolic Toilet Soap.**  
 You will appreciate the feeling of thorough purifica-  
 tion ensured by the antiseptic properties of this  
 delicately perfumed soap, while its pure quality meets  
 the requirements of even a sensitive skin.

Freedom from  
Skin Irritation.



**Calvert's Carbolic Prickly-heat Soap**  
 is most serviceable in warm climates as a preventive  
 of prickly-heat or other skin irritation. Well adapted  
 for regular bath and toilet use by its purity, antiseptic  
 properties and pleasant perfume.

Which meets your special need?  
 Each suits the climate.

## **"BILLIARDS"**

OUR New Patent Low Set Express Cushions can be fitted to any BILLIARD TABLE  
 making it for playing purposes as good as new.  
 (Freight on a case of Cushions to Bombay, Rs. 4/- on-g.)

BEST AFRICAN IVORY BILLIARD BALLS,  
 THOROUGHLY SEASONED.

CRYSTALINE AND BONZOLINE BALLS, ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALTY.

WE HOLD THE LARGEST STOCK OF  
 BILLIARD TABLE ACCESSORIES AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards,  
 can be had on application from the Office of this paper.

**JOHN ROBERTS & CO. LD.,**  
 BILLIARD TABLE MAKERS AND IVORY TURNERS,  
 BOMBAY.

[1134-2]



## SHIPPING.

## ARRIVALS.

BINGO MARU, Japanese steamer, 2,875 G. C. Hury, 14th Dec.—Shanghai 11th Dec. General—Nippon Yusen Kaisha.

CHINA, American str., 3,186, D. E. Fiele, 14th Dec.—San Francisco and Shanghai 11th Dec. Mails and General—P. M. S. S. Co.

MARSHALL, British str., 4,000, W. G. McArthur, 13th Dec.—Australia Ports 10th. Sydney 12th November, General—Gibb, Livingston & Co.

GLORIOUS, British str., 2,394, Paddle, 13th Dec.—Singapore 7th December, General—Order.

HAIRN, British str., 636, J. W. Evans, 14th Dec.—Swatow 13th Dec. General—Douglas, Lapraik & Co.

HALVARD, Norwegian str., 1,655, Anderson, 14th Dec.—Bangkok 4th Dec., Rice—Agard, Thoresen & Co.

INDRAGTO, British str., 2,340, E. A. Thirkell, 14th Dec.—Shanghai 10th Dec. General—Shaw, Tomes & Co.

MAINE, German str., 1,169, P. E. Christensen, 14th Dec.—Swatow 13th Dec., Ballast—Jensen & Co.

KORE, British str., 4,179, G. Phillips, 14th Dec.—Yokohama 1st Dec. General—P. & O. S. N. Co.

PRICHLAND, German str., 1,375, C. Gasewiroh, 14th Dec.—Bangkok 4th and Swatow 12th Dec., Rice and Mail—Butterfield & Swire.

PRINZ LUDWIG, German str., 5,703, F. v. Binsse, 14th Dec.—Yokohama 5th Dec. General—Melchers & Co.

PRONTO, Norwegian str., 638, Th. Seberg, 14th Dec.—Shanghai 10th December—Agard, Thoresen & Co.

SCANDIA, German str., 2,550, V. Dohsen, 14th Dec.—Singapore 7th December, General—Hamburg-Amerika Linie.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
14th December.

Amoy, German str., for Haiphong.

Byjuu Maru, Japanese str., for Swatow.

Chonging, German str., for Bangkok.

Chonging, British str., for Amoy.

Haiman, British str., for Swatow.

Kunberg, German str., for Haiphong.

Shantung, British str., for Samarang.

Silecia, German str., for Straits.

## DEPARTURES.

14th December.

CHOWFA, German str., for Amoy.

DEUCALION, British str., for Singapore.

FRI, Norwegian str., for Haiphong.

HAYMAN, British str., for Swatow.

HONGBER, British str., for Amoy.

KIANG CHING, Chinese str., for Chinkiang.

KWONG, German str., for Shanghai.

SIGNAL, German str., for Bangkok.

SUNGLANG, British str., for Amoy.

TAMING, British str., for Manila.

TOONAN, Chinese str., for Swatow.

WINGANG, British str., for Shanghai.

WOSANG, British str., for Shanghai.

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.  
(Florio and R. setting United Companies.)

STEAM FOR BOMBAY  
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERMANENT GULF and BACCHAN, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship  
"ISCHIA,"  
Captain Belsito, will be despatched as above TO-MORROW, the 16th inst., at Noon.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 13th December, 1909. [4]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship  
"PERSTA,"  
Capt. Giurgovich, will leave for the above places on SUNDAY, the 19th inst., at Daylight.  
This steamer has capital accommodation for passengers, electric light, carries a doctor and stewards.

SHIRE LINE OF STEAMERS, LTD.  
FOR LONDON AND ANTWERP.

THE Steamship  
"DENBIGHSHIRE,"  
Captain W. Barrett, will be despatched as above on or about 26th December.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Hongkong, 20th November, 1909. [1463]

"SHIRE" LINE OF STEAMERS, LTD.  
FOR MARSEILLES LONDON AND ANTWERP.

THE Steamship  
"PEMBROKESHIRE,"  
Captain R. Hayes, will be despatched as above about the 25th January.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Hongkong 13th December, 1909. [1813]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "w," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	2	G. Phillips, R.N.R.	P. & O. S. N. Co.	To-day, at 3 p.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	DELTA	Brit. str.	2	B. W. H. Snow	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON, ROTTERDAM & AMSTERDAM.	DENBIGHSHIRE	Brit. str.	2	W. Barrett	JARDINE, MATHESON & Co., Ltd.	About 26th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	CARDIGANSHIRE	Brit. str.	2	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	About 19th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k. w.	Neumann	HAMBURG-AMERICA LINE	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERICA LINE	On 1st Jan.
COPENHAGEN & BALTIC PORTS.	INDIAN	Swed. str.	k. w.	V. Dohren	HAMBURG-AMERICA LINE	On 15th Jan.
MARSEILLES, &c., VIA PORTS OF CALL.	TOKIN	French str.	2	Charbonnel	MELCHERS & Co.	Middle of Febr.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jap. str.	2	H. Fraser	MESSAGERIES MARITIMES	On 21st inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANGO MARU	Jap. str.	2	A. Christensen	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
MARSEILLES & HAMBURG VIA STRAITS, &c.	SURVIA	Ger. str.	k. w.	Selmer	NIPPON YUSEN KAISHA	On 5th Jan., at D'light
MARSEILLES, HAVRE, COPENHAGEN, &c.	CARTON	Dan. str.	k. w.		HAMBURG-AMERICA LINE	On 5th Jan.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	2	F. L. Sommer	NIPPON YUSEN KAISHA	About 5th Jan.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SIKONIA	Ger. str.	k. w.	Brehmer	MESSAGERIES MARITIMES	On 19th Jan., at D'light
MARSEILLES, ROTTERDAM & HAMBURG, &c.	PEMBROKESHIRE	Brit. str.	2	R. Hayes	JARDINE, MATHESON & Co., Ltd.	On 20th Jan.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BRASILIA	Ger. str.	k. w.	Jeger	HAMBURG-AMERICA LINE	About 25th Jan.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRIESTE, &c., VIA SINGAPORE, &c.	Aus. str.	2	F. v. Binsse	MELCHERS & Co.	On 16th Febr.
NEW YORK	E. F. FERDINAND	Brit. str.	2	E. Nitsche	SANDER, WIELER & Co.	To-day, at Noon.
NEW YORK	SHIMOSA	Brit. str.	2		DODWELL & Co., Ltd.	On 28th inst., p.m.
NEW YORK	BRAMMA	Brit. str.	2		DODWELL & Co., Ltd.	On 22nd inst.
NEW YORK	INDRAMATO	Am. str.	2		DODWELL & Co., Ltd.	On 28th inst.
NEW YORK	EMPEROR OF JAPAN	Brit. str.	2		SHAW, TOMES & Co.	To-day.
NEW YORK	AMERICA	Brit. str.	2		CANADIAN PACIFIC R. Co.	On 1st Jan., at 7 a.m.
NEW YORK	ATLANTIC	Brit. str.	2		CANADIAN PACIFIC R. Co.	On 22nd inst.
NEW YORK	MONTAGLE	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 22nd inst.
NEW YORK	INADA MARU	Jap. str.	2		NIPPON YUSEN KAISHA	On 15th Feb., at Noon
NEW YORK	NIKKO MARU	Jap. str.	2		NIPPON YUSEN KAISHA	On 8th Jan.
NEW YORK	TACOMA MARU	Jap. str.	2		NIPPON YUSEN KAISHA	On 19th Jan.
NEW YORK	MANSU MARU	Jap. str.	2		OSAKA SHOSSEN KAISHA	On 17th inst., at 4 p.m.
NEW YORK	KUMANO MARU	Jap. str.	2		OSAKA SHOSSEN KAISHA	On 19th inst., at D'light
NEW YORK	PRINZ SIGISMUND	Ger. str.	2		NIPPON YUSEN KAISHA	On 24th inst., at Noon.
NEW YORK	CHANGSHA	Brit. str.	1 m.		MELCHERS & Co.	On 31st inst., at D'light
NEW YORK	YAWATA MARU	Jap. str.	2		BUTTERFIELD & SWIRE	On 10th Jan., at 4 p.m.
NEW YORK	AKI MARU	Jap. str.	2		NIPPON YUSEN KAISHA	On 21st Jan., at Noon.
NEW YORK	TAMBA MARU	Jap. str.	2		NIPPON YUSEN KAISHA	On 24th inst., a.m.
NEW YORK	MISHIMA MARU	Jap. str.	2		NIPPON YUSEN KAISHA	On 25th inst., at D'light
NEW YORK	YAWATA MARU	Jap. str.	2		NIPPON YUSEN KAISHA	To-morrow, at 5 p.m.
NEW YORK	CHIFUO	Dut. str.	2		JAVA-CHINA-JAPAN LINE	Quick despatch.
NEW YORK	CHIFUO	Dut. str.	2		JAVA-CHINA-JAPAN LINE	On 21st inst., at 4 p.m.
NEW YORK	LIANGCHOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
NEW YORK	GREGORY APCAR	Brit. str.	1 m.		DAVID SASSON & Co., Ltd.	To-day, at Noon.
NEW YORK	SCANDIA	Ger. str.	k. w.		HAMBURG-AMERICA LINE	To-day.
NEW YORK	BUELOW	Ger. str.	1 m.		MELCHERS & Co.	To-day.
NEW YORK	BUJUS MARU	Jap. str.	2		OSAKA SHOSSEN KAISHA	To-day, at 8 a.m.
NEW YORK	CHENAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 2 p.m.
NEW YORK	WONG	Brit. str.	2		NIPPON YUSEN KAISHA	On 17th inst.
NEW YORK	CHUO MARU	Jap. str.	2		BUTTERFIELD & SWIRE	On 19th inst., at D'light
NEW YORK	ANHU	Brit. str.	1 m.		JARDINE, MATHESON & Co., Ltd.	On 19th inst., at D'light
NEW YORK	CHONGKANG	Brit. str.	2		SANDER, WIELER & Co.	On 19th inst., at D'light
NEW YORK	PERSTA	Aus. str.	2		P. & O. S. N. Co.	About 18th inst.
NEW YORK	STRIA	Brit. str.	2		MESSAGERIES MARITIMES	On 20th inst., p.m.
NEW YORK	OCENANIN	Brit. str.	2		BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
NEW YORK	LIAN	Brit. str.	1 m.		P. & O. S. N. Co.	About 24th inst.
NEW YORK	DELHI	Brit. str.	2		JARDINE, MATHESON & Co., Ltd.	On 26th inst., at D'light
NEW YORK	KUTANG	Brit. str.	2		BUTTERFIELD & SWIRE	On 26th inst., at D'light
NEW YORK	CHINHUA	Brit. str.	2		HAMBURG-AMERICA LINE	On 5th Jan.
NEW YORK	BRASILIA	Ger. str.	k. w.		MELCHERS & Co.	On 17th Jan.
NEW YORK	INDIAN	Dan. str.	2		JAVA-CHINA-JAPAN LINE	Quick despatch.
NEW YORK	TIJANAS	Dut. str.	2		OSAKA SHOSSEN KAISHA	On 22nd inst., at 8 a.m.
NEW YORK	SOBU MARU	Jap. str.	2		MELCHERS & Co.	On 23rd inst.
NEW YORK	SIAM	Dan. str.	2		OSAKA SHOSSEN KAISHA	On 19th inst.
NEW YORK	DAIGI MARU	Jap. str.	2		DOUGLAS LARPAKE & Co.	To-day, at 10 a.m.
NEW YORK	HAICHING	Brit. str.	2 h.		DOUGLAS LARPAKE & Co.	On 17th inst., at 10 a.m.
NEW YORK	YUNAN	Brit. str.	2 h.		BUTTERFIELD & SWIRE	To-day, at 10 a.m.
NEW YORK	YUNAN	Brit. str.	2 h.		JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 p.m.
NEW YORK	YUNAN	Brit. str.	2 h.		SHAW, TOMES & Co.	On 18th inst., at Noon.
NEW YORK	ZAFIRO	Brit. str.	2		BUTTERFIELD & SWIRE	On 21st inst., at 3 p.m.
NEW YORK	TEAN	Brit. str.	1 m.		SHAW, TOMES & Co.	On 24th inst., at 4 p.m.
NEW YORK	BUBI	Brit. str.	2		JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 4 p.m.
NEW YORK	BOONONG	Brit. str.	2		MELCHERS & Co.	Middle of Dec.
NEW YORK	LOONG	Ger. str.	2		CANADIAN PACIFIC R. Co.	To-morrow, at Noon.
NEW YORK	ISCHIA	Ital. str.	2		CANADIAN PACIFIC R. Co.	To-morrow.
NEW YORK	BINGO MARU	Jap. str.	2		NIPPON YUSEN KAISHA	On 21st inst., at 4 p.m.
NEW YORK	HUICHOW	Brit. str.	2		BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
NEW YORK	FOOSHONG	Brit. str.	2		JARDINE, MATHESON & Co., Ltd.	On 6th Jan., at Noon.
NEW YORK	NAMANG	Brit. str.	2		JARDINE, MATHESON & Co., Ltd.	Quick despatch.
NEW YORK	TIJANAS	Dut. str.	2		JAVA-CHINA-JAPAN LINE	Quick despatch.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
VANCOUVER, B.C., TACOMA & SEATTLE  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
AYMERIC	4,363	J. Boyd	On 22nd December.
SUBERIC	6,232	S. Shotton	On 13th January, 1910.
OCENANO	4,657	F. W. Davies	On 10th February.
KUMERIC	6,232	J. Mathie	On 10th March.
AYMERIC	4,363	J. Boyd	On 7th April.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to  
DODWELL & CO. LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS.  
Hongkong, 8th December, 1909.

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. E. SELLER	Middle of December.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG" Capt. F. V. BINSSE	Wedday, 15th Dec., at Noon.
SHANGHAI, TSINGTAU, NAGASAKI, KOBE AND YOKOHAMA	"BUELOW" Capt. F. PROSCH	Wedday, 15th Dec., at Noon.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Friday, 31st Dec., at D'light.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
GENERAL AGENTS HONGKONG & CIPINA.  
Hongkong, 13th December, 1909. [5]

## ANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.  
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPERESS OF JAPAN" Sat., 1st Jan. "ALLAN LINE" Friday, 28th Jan.  
"EMPERESS OF CHINA" Sat., 29th Jan. "EMPERESS OF IRELAND" Fri., 25th Feb.  
"EMPERESS OF INDIA" Tue., 15th Feb.  
"EMPERESS OF JAPAN" Sat., 26th Feb.  
"EMPERESS OF CHINA" Sat., 26th Mar.  
"EMPERESS OF IRELAND" Fri., 22nd April.  
"EMPERESS OF CHINA" Sat., 23rd April.

"Emperess" Steamships leave HONGKONG at 7 a.m. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA, VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.  
Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York 271.10  
Intermediate on Steamers ..... £45  
and 1st Class Railway ..... £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.  
R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

## MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FOURTEENTH SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.  
FOURTEENTH SERVICE TO AND FROM JAPAN  
VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"OCEANIAN" Capt. SELLER	On 20th Dec., p.m.
MARSEILLES VIA PORTS	"TONKIN" Capt. CHARBONNEL	On 21st Dec., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"NERA" Capt. MARTIN	On 3rd Jan., p.m.
MARSEILLES VIA PORTS	"POLYNESIAN" Capt. BATAVIA	On 4th Jan., 1 p.m.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27.10s. up to £71.10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.

For further Particulars, apply to  
P. THOMAS, AGENT,  
Queen's Building.  
Hongkong, 11th December, 1909. [2]

## VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship  
"GREGORY APCAR,"  
Captain S. H. Belsito, will be despatched for the above Ports TO-DAY, the 15th inst., at Noon.  
This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.

RETURN TOURS TO JAPAN.  
(Occupying 24 Days.)

Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip \$120.  
DAVID SASSON & Co., Ltd.,  
Agents.  
Hongkong, 10th December, 1909. [1501]

## HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON AND NEW YORK.  
(With Liberty to call at the Malabar Coast.)

S.S. "INDRAMATO" On 15th Dec., 1909.  
For Freight and further information, apply to  
SHEWAN, TOMES & Co.,  
General Agents.  
Hongkong, 13th December, 1909. [1414]

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

"SHIMOSA" ..... 22nd Dec.  
"BRAEMAR" ..... 28th Dec.  
For Freight and further information, apply to  
DODWELL & Co., Ltd.,  
Agents.  
Hongkong, 8th December, 1909. [1389-1495]

## THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BARATIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DELTA,"  
Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this Port for Bombay, &c., on SATURDAY, the 25th December, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOHRA," 11,000 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and the East for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "DELTA," due in London on the 19th February, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 13th December, 1909. [1]



# PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORE	3 p.m., 15th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SYRIA Capt. D. C. Gregor, R.N.R.	About 18th Dec.	Freight and Passage.
SHANGHAI	DELHI Capt. G. W. Gordon	About 24th Dec.	Freight and Passage.
LONDON via USUAL PORTS DELTA	Capt. B. W. H. Snow	Neon, 25th Dec.	See Special of Call.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 15th December, 1909.

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG SINGAPORE, SAMARANG & SOERABAYA	YUNNAN	On 15th Dec., 10 A.M.
SHANGHAI	HUICHOW	On 15th Dec., 2 P.M.
TSINGTAI, WEIHAIWEI & CHEFOO	CHENAN	On 16th Dec., 4 P.M.
SHANGHAI	LIANGCHOW	On 16th Dec., 4 P.M.
MANILA	ANHUI	On 19th Dec., D'light
SHANGHAI	TEAN	On 21st Dec., 3 P.M.
MANILA	LINAN	On 23rd Dec., 4 P.M.
SHANGHAI	CHINHUA	On 26th Dec., D'light

THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS.

Telephone 36.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via NINGPO	"WOSANG"	Friday, 17th Dec., 2 P.M.
MANILA	"YUENSANG"	Friday, 17th Dec., 4 P.M.
SHANGHAI	"CHOYSANG"	Sunday, 19th Dec., D'light
CHEFOO & WEIHAIWEI	"CHIPSING"	Tuesday, 21st Dec., 4 P.M.
SINGAPORE, SAMARANG & SOERABAYA	"FOOSHING"	Tuesday, 21st Dec., 4 P.M.
MANILA	"LOONGSANG"	Friday, 24th Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Sunday, 26th Dec., D'light
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Thursday, 6th Jan., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOSHANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a tour of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage apply to—

JARDINE, MATHESON &amp; CO., LTD.,

GENERAL MANAGERS.

Telephone 16.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
TAKAO, SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 23rd December.
MARSEILLES, HAVRE, COPENHAGEN, GÖTEBORG and BALTIC PORTS	"CANTON"	About 5th Jan., 1910.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	On 17th Jan.,
COPENHAGEN and BALTIC PORTS	"INDIEN"	Middle of Febr.,

For Further Particulars apply to  
Hongkong, 11th December, 1909.MELOHRS & CO.,  
AGENTS.

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## DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMEN"	SWATOW	WEDNESDAY, 15th Dec., at 10 A.M.
"HAICHING"	SWATOW, AMOY and FOOCHOW	FRIDAY, 17th Dec., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 14th December, 1909.

## HAMBURG-AMERIKA LINIE

HAMBURG.

### EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG: HOMEWARD.

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	STEAMERS	TO SAIL
S.S. SCANDIA	15th Dec.	
S.S. BRASILIA	5th Jan.	
S.S. SEGROVIA	15th Jan.	
S.S. SAMBIA	2nd Febr.	
S.S. ANDALUSIA	24 Febr.	
S.S. SAXONIA	17th Febr.	
S.S. C. FERD. LAEISZ	27th Febr.	
S.S. AMBRIA	12th March	

FOR ROTTERDAM & HAMBURG:	SS. ARABIA	29th Dec.
FOR HAVRE & HAMBURG:	SS. SENEGBAMBIA	1st Jan.
FOR MARSEILLES & HAMBURG:	SS. SUEVIA	5th Jan.
FOR HAVRE & HAMBURG:	SS. SCANDIA	15th Jan.
FOR MARSEILLES, ROTTERDAM & HAMBURG:	SS. SITHONIA	20th Jan.
FOR MARSEILLES & HAMBURG:	SS. BRASILIA	10th Feb.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 7th December, 1909.

Hongkong Office.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU ... 5000 tons gross ... Sail Dec. 19th, at D'light

S.S. AMERICA MARU ... 6000 " ... Febr. 5th, 1910, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 7th December, 1909.

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## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 22nd Dec., at Daylight.
	TANGO MARU Capt. A. Christianson	8,000	WEDNESDAY, 5th Jan., at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WEDNESDAY, 19th Jan., at Daylight.
VICTORIA B.C. & SEATTLE (INABA MARU leaving Hongkong 8th Jan., due Kobe 13th Jan., connects)	AWA MARU Capt. A. Keith	6,500	WEDNESDAY, 19th Jan., from YOKOHAMA.
VICTORIA B.C. & SEATTLE (NIKKO MARU leaving Hongkong 19th Jan., due Kobe 25th & Yokohama 27th Jan., connects)	SANUKI MARU Capt. K. Homma	6,500	SATURDAY, 29th Jan., from Kobe.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 24th Dec., at Noon.
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 21st Jan., at Noon.
BOMBAY via SINGAPORE and COLOMBO	BINGO MARU Capt. G. C. Hurry	6,500	THURSDAY, 16th December.
NAGASAKI, KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moss	9,000	THURSDAY, 16th Dec., at 5 P.M.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. F. Pyne	6,000	FRIDAY, 17th December.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WEDNESDAY, 22nd Dec., at Noon.
MOJI, KOBE & YOKOHAMA	AKI MARU Capt. K. Sato	7,000	WEDNESDAY, 24th Dec., A.M.
KOBE and YOKOHAMA	TAMBA MARU Capt. C. H. Butler	6,500	SATURDAY, 25th Dec., at Daylight.

Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

MANAGER.

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Hongkong, 13th December, 1909.

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## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 18th Dec., Noon.
BUBI	2540	R. W. Almond	Manila	On 24th Dec., 5 P.M.

For Freight or Passage apply to

Hongkong, 11th December, 1909.

SHEWAN, TOMES &amp; Co.

General Managers.

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## THOS. COOK & SON,

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS,

BANKERS, &amp;c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910.

Head Office for the Far East: 15, DEE WETUX ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of Dec.	SHANGHAI	Second half of Dec.
TJIBODAS	JAVA	First half of Dec.	JAPAN	Second half of Dec.
TJIMAH	JAPAN	Second half of Dec.	JAVA	Second half of Dec.
TJIKINI	JAPAN	Second half of Dec.	JAVA	First half of Jan.
TJILATJAP	JAVA	First half of Jan.	JAPAN	Second half of Jan.
TJILIWONG	JAVA	First half of Jan.	SHANGHAI	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yark Buildings, 1st Floor.

Hongkong, 15th December, 1909.

Telephone No. 375.

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## PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	DUE MARSEILLES (Brindisi 2 days earlier)	DUE LONDON (1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ARCADIA .....	7000	February 5	MANTUA .....	11000	March 5	March 11
ASSAYE .....	7500	February 19	CHINA .....	8000	March 19	March 25
DELTA .....	8000	March 5	MALWA .....	11000	April 2	April 8
MACEDONIA .....	10500	March 19	(Through Steamers calling at BOMBAY)		April 16	April 22
DEVANHA .....	8000	April 2	MONGOLIA .....	10500	April 30	May 6
ASSAYE .....	8000	April 16	MARMORA .....	10500	May 14	May 20
DELTA .....	7500	April 30	MUREA .....	11000	May 28	June 3
DELHI .....	8000	May 14	MOOLTAN .....	10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following:

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	Tonnage about 5600	January 26
* SUMATRA	4600	February 9
* NYANZA	5700	February 23
* SUNDIA	5700	March 9
* SALTIA	6060	March 23
* SARDINIA	6570	April 6
* NORE	6700	April 20
		May 4
		May 18
		June 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax):

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd " £39.10 " £57.4 "

\* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA via MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto, "SEATTLE MARU" Capt. T. Saito	6,178 6,182	FRIDAY, 17th Dec., at 4 P.M. FRIDAY, 21st Jan., at Noon 1910.



# D. SCHOLTE & CO., AMSTERDAM.

## DUTCH PIECE GOODS: SHIRTINGS, SPANISH STRIPES, DRILLS, CASHMERES, &C., AND ALL SUNDRIES.

FOR PARTICULARS AND SAMPLES APPLY TO THE SOLE REPRESENTATIVE  
FOR CHINA:

### HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

#### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIA Route to EUROPE.

The departure of the GERMAN Mail for EUROPE is postponed until further notice.

The *Europa*, with the German mail of the 17th ultimo, left Singapore on Friday, the 10th inst., at 5 p.m., and may be expected here today.  
The *Oceanien*, with the French Mail of the 19th November, left Singapore on Tuesday, the 14th inst., at 8 a.m., and may be expected here on or about Tuesday the 21st instant, at daylight. This packet brings replies to letters despatched from Hongkong on the 16th October.

FOR	PER	DATE
Hoihow and Haiphong	Yunnan	Wednesday, 15th, 9.00 A.M.
Singapore	Hainan	Wednesday, 15th, 9.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Indramaya	Wednesday, 15th, 11.00 A.M.
Singapore, Samarang and Sourabaya	Gregory's	Wednesday, 15th, 11.00 A.M.
Macao	Huichow	Wednesday, 15th, 1.00 P.M.
Singapore, Penang and Colombo	Sui Tai	Wednesday, 15th, 1.15 P.M.
Shanghai, Moji and Kobe	Nere	Wednesday, 15th, 2.00 P.M.
Shanghai, Kobe and Yokohama	Scandia	Wednesday, 15th, 3.00 P.M.
Singapore, Colombo and Bombay	Scandia	Wednesday, 15th, 3.00 P.M.
Nagasaki, Moji, Kobe, Yokohama & Yokohama	Scandia	Wednesday, 15th, 3.00 P.M.
Shanghai	Scandia	Wednesday, 15th, 3.00 P.M.
Singapore, Penang and Bombay	Scandia	Wednesday, 15th, 3.00 P.M.
Macao	Scandia	Wednesday, 15th, 3.00 P.M.
Tsingtau, Weihaiwei and Chiofoo	Scandia	Thursday, 16th, 1.15 P.M.
	Scandia	Thursday, 16th, 3.00 P.M.

## "LOTUS"

## BLEND TEA.

RICH

PURE

AND

FRAGRANT.

Obtainable at all the Stores.

### H. RUTTONJEE & SON.

WINE AND PROVISION MERCHANTS.

#### FORTHCOMING EVENTS.

Friday, 17th December—Auction of German s.s. "Puma" at Colby, by Sander, Wicks & Co.  
Saturday, 18th December—Public Auction of Xmas Toys and Lace Curtains, &c.  
Sunday, 19th December—Bazaar of Toys on the Catholic Union Premises.  
Monday, 20th December—Public Auction of Crown Land.  
Wednesday, 22nd December—Annual Meeting of Shareholders, Campbell, Moore & Co., Ltd.

#### COMMERCIAL.

EXCHANGE  
CLOSING QUOTATIONS.

December 14th.

		December 14th.
ON LONDON.—	Telegraphic Transfer	193
	Bank Bills, on demand	193
	Bank Bills, at 30 days' sight	193
	Bank Bills, at 4 months' sight	193
	Credits, at 4 months' sight	193
	Documentary Bills 4 months' sight	193
ON PARIS.—	Bank Bills, on demand	224
	Credits, at 4 months' sight	224
ON GERMANY.—	On demand	182
ON NEW YORK.—	Bank Bills, on demand	43
	Credits, at 60 days' sight	44
ON BOMBAY.—	Telegraphic Transfer	132
	Bank, on demand	132
ON CALCUTTA.—	Telegraphic Transfer	132
	Bank, on demand	132
ON SHANGHAI.—	Bank, at sight	75
	Private, 30 days' sight	75
ON YOKOHAMA.—	On demand	87
ON MANILA.—	On demand—Pesos	87
ON SINGAPORE.—	On demand	75
ON BATAVIA.—	On demand	107
ON HAI PHONG.—	On demand	75
ON SAIGON.—	On demand	75
ON HANGKOW.—	On demand	95
SOERABAYA, Bank's Buying Rate		110
GOLD LEAF, 100 fine, per tola		\$58.50
SILVER, per oz.		24

#### OPTUM.

December 7th.

Quotations are—	
Malwa New	\$1,300/1,350 per picul.
Malwa Old	\$1,350/1,400 "
Malwa Older	\$1,400/1,450 "
Malwa V. Old	\$1,450/1,500 "
Persian fine quality	\$1,100/1,200 "
Persian extra fine	\$1,250/1,300 "
Patna New	\$1,450 per chest.
Patna Old	\$1,435 "
Bengal New	\$1,470 "
Bengal Old	

STEAMERS PASSED THE CANAL.  
Nov. 20th—*Laertes*, *Lyria*, *Memnon*. 24th—*Bentley*, *Atholl*, *Schuyt*, *27th*—*Surgara*, *Perseus*, *Oceanic*, *Tamba* *Maru*. Dec. 1st—*Brusilia*, *Albana*, *Glennac*. 4th—*Trangrebar*, *Venere*, *Antenor*, *Somali*, *St. George*, *Sunatra*, *Theresa*. 8th—*Derfing*, *Benav*, *Ich*, *Caracorum*, *Liberta*, *Priam*. 11th—*Indra*, *Princess Alice*, *Nero*.  
ARRIVALS AT HOME.  
December 10th—*Glamorgan*, *Indrapura*, *Nicomedia*, *Tourans*.

#### VESSLS ON THE BERTH

## CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

#### THE "AYMERIC."

FROM HONGKONG.

ON WEDNESDAY, 22ND DECEMBER.

FOR VANCOUVER VIA JAPAN PORTS.

To be followed by the

SUVERIC ... 13th January, 1910.

OCEANO ... 10th February, "

KUMERIC ... 10th March, "

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO.,

Hongkong, 9th December, 1909. [1498]

#### THE "SHIRE" LINE OF

STEAMERS, LIMITED.

PASSENGER SERVICE TO

LONDON AND ANTWERP.

#### THE STEAMERS

"PEMBROKESHIRE"

(LATE "SEGURA")

AND

"CARMARTHENSHIRE"

Offering Superior Accommodation for

First Class Passengers, will be des-

patched from HONGKONG as above

about END OF JANUARY, and BEGIN-

NING OF MARCH, respectively.

N.B. "Pembroke" calls at

Marseilles.

#### FARE TO LONDON ... £35.

A Stewardess and fully qualified

Doctor are carried.

For further particulars, apply to

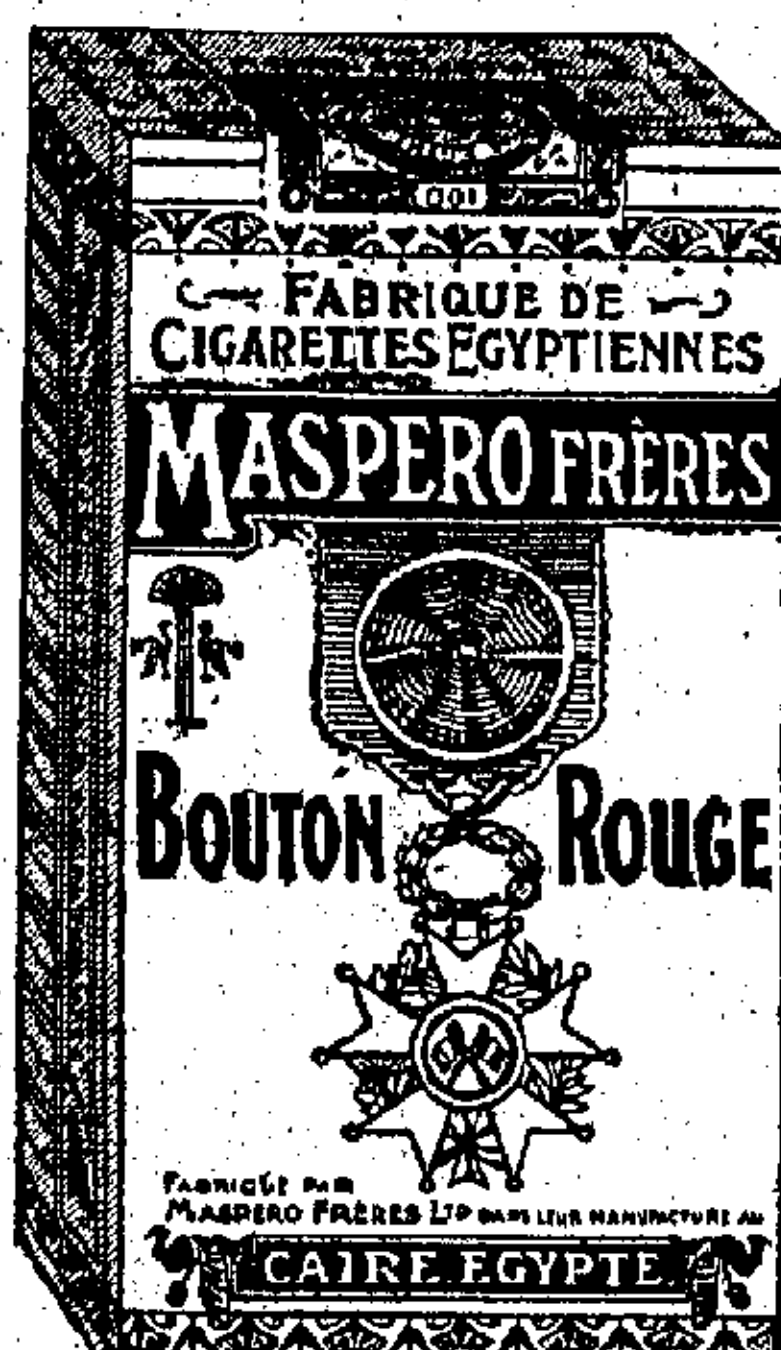
JARDINE, MATHESON

& CO., LTD.,

AGENTS.

Hongkong, 14th December, 1909. [1461]

# The Cigarettes of Distinction Bouton Rouge and Felucca



A LUXURY TO  
THE MAN  
OF TASTE.

IN 50'S & 100'S  
HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80 PER 100

FROM ALL TOBACCONISTS.

#### JOINT STOCK SHARES.

Hongkong, Dec. 14th.

STOCKS	PAID UP	QUOTATIONS
Hongkong & S'hai.	\$125	\$907 1/2
National B. of China	20	\$85, buyers
Bell's Asbestos & A.	12/6d.	\$10, buyers
China-Borneo Co.	\$12	\$12 1/2, sellers
China Light & P. Co.	\$10	\$8, buyers
China Provident	\$10	\$6.50, sellers

Cotton Mills—		
Two Cotton S. & W.	Tls. 50	Tls. 123
Hongkong C. S. Co.	Tls. 10	\$84, sellers
International	Tls. 75	Tls. 80
Laon Kung Mow	Tls. 100	Tls. 111
Soychoe	Tls. 500	Tls. 480
Dairy Farm Co.	\$6	\$104, sellers

Docks & Wharves—		
H. & K. Wharf & G.	\$50	\$61 1/2, sellers
H. & W. Dock	\$50	\$52, sellers
New Amoy Dock	\$84	\$8, sellers
Shanghai Dock	Tls. 100	Tls. 77
Eng. Co. Ltd.	Tls. 100	Tls. 123
Shai & H. Wharf	Tls. 100	Tls. 123

Fenwick & Co., Geo.	\$25	\$11, sellers
G. Island Cement Co.	\$10	\$73, sales & buyers
Hongkong & C. Gas.	\$10	\$210, buyers
Hongkong Electric	\$10	\$20, sellers
Hongkong Hotel Co.	\$50	\$75, buyers
Hongkong Ice Co.	\$25	\$484, buyers
Hongkong S. S. Co.	\$10	\$130, buyers
Hongkong S. S. Co.	\$10	\$130, buyers

Insurance—		
Canlon	\$50	\$150, sales
China Fire	\$25	\$118, buyers
China Traders	\$25	\$92, buyers
Hongkong Fire	\$50	\$375, sellers
North China	\$5	Tls. 115, buyers
Union	\$100	\$85, buyers
Yangtze	\$50	\$230

Land and Buildings—		
H'kong Land Invest.	\$100	\$102
Humphrey's Estate	\$10	\$4, sellers
Kowloon Land & B.	\$10	\$30, sellers
Shanghai Land	Tls. 50	Tls. 130
West Point Building	\$50	\$44

Mining—		
S. F. de C. de T'ien	R. 250	\$925, buyers
Raub	18/10d.	\$72, sellers
Peak Tramways Co., Ltd.	\$10	\$133, sellers
Philippine Co., Ltd.	\$10	\$94, buyers

Refineries—		
China Sugar	\$100	\$100, sellers
Luzon Sugar	\$100	\$81
Robinson Piano Co.	\$50	\$50, sellers

Steamship Companies—		
China and Manila	\$25	\$3, sellers
Douglas Steamship	\$50	\$33, sellers
H. Canton & N. Co.	\$15	\$303, buyers
Indo-China S. N. Co.	\$25	\$41, sales & buy.
Shell Transport Co.	\$1	\$19, sales & buy.
Star Ferry	\$10	\$20, buyers
South China M. Post.	\$5	\$24, buyers
Steam Laundry Co.	\$5	\$54, sellers

Stores & Dispensaries—		
Campbell, M. & Co.	\$10	\$12
Wan, Powell, Ltd.	\$10	\$7, sellers
Watson, Ltd.	\$10	\$7, sellers
Watson & Co.	\$10	\$10, buyers
Weissmann, Ltd.	\$4	\$121, sellers
United Asbestos	\$10	\$300
Union Waterboat Co.	\$10	\$101, sellers

Rubbers—		
Balgownie	\$75	(Sts.) sal. & b.
Pegebe	\$25	0 (Sts.)
Anglo-Malaya	\$14	1/2
Castellfield, fully p.	\$1	1/2
Consolidated Malay	\$1	1/2
Damansara	\$1	1/2
H'lands & L'lands	\$1	1/2
Kamuning	\$1	1/2
Kuala Lumpur	\$1	1/2
Lebury's	\$1	1/2
Dingy's	\$1	1/2
Sapong	\$1	1/2
Shelford	\$1	1/2
Sungei-Kapars	\$1	1/2

VERNON & SMYTH, Brokers		
HONGKONG METEOROLOGICAL		
REGISTER.		

Hongkong Observatory, Dec. 14th		
Previous Day	On Date	On Date
at 5 p.m.	at 5 a.m.	at 4 p.m.
Barometer	30.20	30.28
Temperature	60	68
Humidity	31	44
Wind Direction	NNE	E
Force	3	4
Weather	b	b
Rain		

Highest open air Temperature on 13th	63
Lowest open air Temperature on 13th	52

#### NOTICES TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

#### THE Steamship

"GREGORY APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 15th inst. will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., Ltd.,

Agents.

Hongkong, 13th December, 1909. [1501]

#### NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

#### NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9.30 a.m.

All Claims must reach us before the 21st inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,

MELCHERS & Co.,

General Agents.

Hongkong, 10th December, 1909. [5]

#### NAVIGAZIONE GENERALE ITALIANA.

(Etorio and Rubattino United Companies.)

#### NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

#### THE Steamship

"ISCHIA."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before noon on the 21st inst., or they will not be recognized.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 9.30 a.m.

No Fire Insurance has been effected.

CARLOWITZ & Co.,

Agents.

Hongkong, 11th November, 1909. [4]

#### NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

#### THE Steamship

"JAPAN."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., Ltd.,

Agents.

Hongkong, 13th December, 1909. [1516]